

WINTER NOT TO STOP DRIVE IN FLANDERS

WASHINGTON EXPERTS DO NOT EXPECT COLD TO STOP OPERATIONS.

ENEMIES TO GET NO REST

Weekly Review of War Operations
—Allies Have Men and Material to Overcome Natural Obstacles—U. S. Troops Take Part in Battle.

Washington.—Military experts here do not expect winter to halt the great allied drive against the Germans in Flanders. Secretary Baker's weekly review of war operations discloses the belief of the war department that potency of material and men will enable the British and French commanders to triumph over natural obstacles and continue forcing the enemy backward without waiting for spring.

The review touches for the first time upon the American expeditionary forces in France, declaring the men, after three months intensive training, are in efficient fighting trim and splendid physical condition.

In dwelling upon the importance of the battle of Flanders and its effect upon the morale of the Germans, the war secretary declares it apparent that the German high command planned the recent expedition against the Russians in the Riga sector in order to bolster up morale and meet impending internal difficulties. By extending her lines in the east, he adds, Germany has merely added to the length of her line of communications and increased confidence in the final allied victory.

The review covering the week ending October 20, follows:

"Our men in France, after three months intensive training are in splendid physical condition and efficient fighting trim. They have readily become acclimatized and now feel at home in the war zone."

"Our troops have met with the most warm-hearted and enthusiastic reception on the part of the armies and people of France."

"The health of our men overseas is reported as excellent."

"The week just closed has been one of relative quiet on all fronts."

Bad Weather Prevails.

"Bad weather already prevails along the western front, wintry conditions will soon set in and the terrain will become increasingly difficult for attacking troops. Nevertheless, the potency of allied material and men, the accumulation of the technical means of combat, and the preparations which have been going on for many months will make it possible for the British and French commanders to triumph over natural obstacles, and with few short intervals we may expect the offensive to press forward."

"It is not anticipated that the allies will go into winter quarters this year."

"The full importance of the battle in Flanders is beginning to be revealed. In order to appreciate the real significance of this engagement and the effect it has had on the morale of the German army and the German people, we must consider briefly the German attacks in the Riga sector, including the capture of Oesel, Dago, and other minor islands of the Finnish gulf."

"While no attempt should be made to belittle the importance of the positions gained by the enemy, we cannot fail to record that it is apparent that the Germans undertook this expedition with a view to bolstering up the morale of the country, more particularly in order to be able to meet the impending internal difficulties which threaten to culminate in a renewed cabinet crisis in the near future."

Anything for a Victory.

"The German higher command has invariably picked out a weakened objective, in order to be able to record a success which should be of political rather than military value. The assaults of the Finnish coast in the hands of the enemy in no way offset the recent allied victories in Flanders."

TO PROSECUTE WAR UNTIL VICTORY IS ACHIEVED

London.—Premier Lloyd George and the chancellor of the exchequer, Andrew Bonar Law, were the principal speakers at an imposing demonstration in Albert hall to inaugurate the autumn campaign for national economy. The premier declared that the magnitude of the enthusiasm gathering in the fourth year of the war was the best proof of the determination of this country to prosecute the war until victory was achieved.

BRIG. GEN. JERVEY



Brigadier General Jervey, now stationed at Charlotte, N. C., is in command of the field artillery of the Forty-first division.

AT BAY IN THE MOON SOUND

CORDON OF GERMAN WARCRAFT BARS EGRESS TO GULFS OF FINLAND AND RIGA.

One Russian Battleship of the Old Type Is Sent Down and Several Others Are Damaged by the Superior Ships and German Guns.

Apparently contingents of the Russian fleet—in all about 20 warships of various classes—are bottled up in Moon sound, with a cordon of German warcraft barring their egress northward back into the Gulf of Finland or to the south into the Gulf of Riga.

Brave, but outclassed by reason of superior gun range and heavy tonnage, the Russians gave battle to the Germans and attempted to force back the enemy armada off Oesel island. Standing far outside the shell zone of the Russians, however, the guns of the German dreadnoughts sank the battleship Slava—a relic of the days before the Russo-Japanese war—and so badly damaged other units that the Russian flotilla was forced to seek refuge in Moon sound—lying between Moon island and the Estehohna coast.

Immediately seeing their advantage the Germans, according to the latest German official communication began intensive operations against Moon island, hammering its eastern shore batteries until they were silenced and also attacking the Russian guns on the mainland, putting them out of action. Moon island was captured and the Russians took refuge inside Moon sound.

Thereupon the Germans threw warships to the eastern part of Kassar bay, lying to the north of Moon island, apparently closing the passage to the south in the Gulf of Riga.

Already the Germans have attempted to attack from the north into Moon sound, but the Russian guns have held them back successfully. Among the German warships attacking the old line vessels of the Russian fleet were at least two dreadnoughts of the Grosser Kuruerst type—vessels displacing 35,000 tons, as against 13,516 tons for the Slava. A majority of the crew of the Slava was saved by Russian torpedo boats when the vessel took its final plunge.

CONSPIRACY TO DEFEAT LOAN TO BE INVESTIGATED

McAdoo Aroused to Activities by Pro-German Workers.

Washington.—The government set in motion the machinery to apprehend and punish pro-German workers who have started an organized campaign in more than a dozen states to defeat the liberty loan.

By telegraph from Salt Lake City Secretary McAdoo authorized the issuance of a statement here calling upon all banks upon which German pressure has been brought to bear in an effort to induce them not to aid the loan to report the circumstances to him and promising to prosecute to the limit of the law the "disloyal and traitorous persons" making such attempts at intimidation.

HOOVER GIVES NOTICE THAT "CORNER HAS BEEN TURNED"

Washington.—Food Administrator Hoover gave notice to the public that "the corner has been turned" in high food prices and that most of the essential commodities should continue to show reductions between now and the end of the year. At the same time he pointed out that retail prices are not going down in accord with wholesale reductions, and intimated that the consumer himself might correct this by bringing proper pressure to bear.

ZEPPELINS SHOT DOWN IN FRANCE

FOUR CAPTURED WERE RETURNING FROM A BOMBING RAID OVER ENGLAND.

AIRMEN BURIED UNDER CRAFT

Airplane's Superiority Over Dirigible Is Again Proclaimed by French—No Bombs Were Dropped by Raiders in France.

Paris.—Although at first it was believed that the visit of the Zeppelin fleet to France was an independent raid and the first step toward carrying out the threat made in a German wireless message which said it had been decided to destroy Paris in reprisal for French air raids on German towns, it now is generally believed that these eight Zeppelins, four of which were destroyed or captured, were returning from England and had lost their bearings owing to fog and probably had lost touch with their wireless communications.

The log book of the Zeppelin which landed intact shows that she had been to England and prisoners from three other airships confirm this. One of the men captured said it was the lack of gasoline that forced his Zeppelin to descend. The raid is widely proclaimed by French observers as being definite proof of the superiority of the airplanes over the Zeppelin. The day of Zeppelin bombardment one expert said, is over. The sudden resumption of the use of the German dirigibles is explained by the theory that the raiding Zeppelins belonged to a new type which lately had been reported to be in the course of construction at Lake Constance.

Of the four Zeppelins lost, two were destroyed and two were forced to descend. The two disabled airships, under attack by aviators and anti-air defense posts, descended in the Saone valley and were forced to land in the neighborhood of Sisteron, in Basse-Alpes. The crews, after setting fire to the airships, attempted to flee, but were taken prisoners.

London.—Reuter's correspondent at British headquarters in France telegraphs that the four Zeppelins brought down in France were airships that had taken part in the raid on England.

It is believed, adds the correspondent, that the fifth Zeppelin was destroyed at Bourbone les Bains. (This probably refers to the Zeppelin brought down at Rambervillers, near the Alsatian border).

There were 11 Zeppelins in the original group that appeared over French territory, Reuter's correspondent telegraphed later, and they scattered over various parts of the country when attacked after a general warning was sent out. They dropped no bombs in France.

SENATOR HUSTINGS DIES FROM ACCIDENTAL SHOT

Accident Occurred While Brothers Were in Boat at Rush Lake, Wisconsin, Duck Hunting.

Milwaukee, Wis.—United States Senator Paul O. Hustings, of Wisconsin, died at a farm house near Rush Lake, Wis., as the result of wounds accidentally inflicted upon him with a shotgun by his brother, Gustave, while hunting ducks.

Senator Hustings recently returned to his home at Mayville after the close of the extra session of Congress, where he was one of the leading supporters of the administration war program.

With his brother he had gone on a hunting expedition to Rush Lake and the two were in a boat when the accident occurred. He had sighted a flock of ducks and called for his brother to fire and at the discharge of the shotgun he rose slightly, receiving the full charge of the gun in his back. He was rushed to the farm house, where all efforts to save his life were unavailing.

PAMPHLET OF PRESIDENT'S FLAG DAY SPEECH PRINTED

Washington.—President Wilson's flag day address, with annotations developing and explaining the President's references to Germany's worldwide intrigue, the lust of the Teutonic military caste for conquest and its plans for throwing a belt of power across Europe into Asia, and the helplessness of the German people themselves, has been issued in a pamphlet form by the committee on public information.

HAROLD BRADDOCK.



Harold Braddock, vice president of the American City Bureau, and an expert organizer of chambers of commerce, is director of the \$1,000,000 campaign for war libraries in every cantonment and training camp in the United States.

SHOTS DAMAGE U. S. BOAT

AMERICAN TORPEDOBOAT DESTROYER ATTACKED SOMEWHERE IN WAR ZONE.

Although Millions of Miles Have Been Covered This Is First American Warship to Be Damaged.—Expect Naval Battle in Baltic.

Although American torpedoboat destroyers have covered nearly a million miles since the United States entered the war, crossing the ocean, convoying vessels and chasing submarines, only recently has a German submarine succeeded in damaging one of them.

The attack occurred somewhere within the war zone, but, though the destroyer was badly damaged, she was able to make port. One man, a gunner's mate, was killed, being blown into the sea by the force of the explosion of the torpedo. Five other men were wounded.

The Germans are entirely in possession of the island of Oesel, at the head of the Gulf of Riga, and the Russian forces still there are cut off from communication with Petrograd. Small naval engagements continue in adjacent waters. Perna, an important gulf port north of Riga and due east of Oesel island, has been combed by German naval airships.

GERMAN AGENTS MAKING EFFORT TO DEFEAT LOAN

Organized Propaganda in All Parts of the Country.

Washington.—Pro-German agents in the United States, according to reports to the treasury department, have directed their energies toward defeating the Liberty Loan. Their organized propaganda has borne fruit, from Minnesota to Texas, it is asserted, in scattered localities where weak efforts have been made not openly, but by indirect methods to discourage subscriptions.

Official recognition of the propaganda against the loan was voiced today by Colonel Herbert M. Lord, representing the war department, at the war risk insurance conference at which the details of the new sailors' and soldiers' insurance law are being explained to officers and enlisted men from the various cantonments.

"There has been an organized effort," said Colonel Lord, who was chairman of the meeting, "to discourage and defeat the loan."

This effort he added, has been made by "seeking to misrepresent the patriotism of the new national army." An official account of the proceedings of the conference, which was behind closed doors, issued by the treasury department, reads as follows:

"In convincing refutation of the slander, which was to the effect that the men of the new national army opposed the war, Colonel Lord announced that subscriptions from the army for the loan already aggregate \$26,000,000 and that some of the subscriptions were written in foreign languages."

"The announcement caused great enthusiasm among the delegates from the army and navy, marine corps and coast guard (attending the conference) 500 of whom swarmed up to the platform following the address and signed war insurance applications, all of which, except forty, were for the maximum of \$10,000."

TRANSPORT IS SUNK BY GERMAN TORPEDO

PROBABLY SEVENTY LIVES LOST WHEN AMERICAN TRANSPORT IS TORPEDOED.

SHIP WAS HOMEWARD BOUND

Number of Survivors Is 167—First Tragedy of the Sea in Which American Ship Engaged in War Duty Has Been Lost.

Washington.—The American army transport Antilles, homeward bound under convoy, was torpedoed and sunk by a German submarine in the war zone. About 70 men are missing and probably lost.

All the army and navy officers aboard and the ship's master were among the 167 survivors. The missing are members of the crew, three civilian engineers, some enlisted men of the navy, and 16 of 33 soldiers returning home for various reasons. Neither the submarine nor the torpedo was seen and the transport, hit squarely amidships, sank in five minutes.

The tragedy of the sea, the first in which an American ship engaged in war duty has been lost, is the first of its magnitude to bring home to the people of the United States the rigors of the war in which they have engaged against Germany. It carries the largest casualty list of the war, so far, of American lives, and marks the first success of a German submarine attack on American transports.

That the loss of life was not greater is due to the safeguards with which the navy has surrounded the transport service, and the quick rescue work of the convoying warships.

Secretary Daniels announced the disaster in a statement based upon a brief dispatch from Vice Admiral Sims which gave few details and did not say whether it was a day or night attack. An accurate list of the missing cannot be issued until General Pershing reports the names of the army men on the vessel and the list of the merchant crew.

Secretary Daniels authorized the following announcement of the Antilles disaster:

"The department is in receipt of a dispatch from Vice Admiral Sims which states that the S. S. Antilles, an army transport, was torpedoed on October 17 while returning to this country from foreign service. This vessel was under convoy of American patrol vessels at the time."

"The torpedo which struck the Antilles was not seen, nor was the submarine which fired it. The torpedo hit abreast of the engine room bulkhead, and the ship sank within five minutes. One hundred and sixty-seven persons out of about two hundred and thirty-seven on board the Antilles were saved. About seventy men are missing."

"All the naval officers and officers of the army who were on board the ship at the time were saved, as were the officers of the ship, with the exception of the following: Walker, third engineer officer; Boyle, junior engineer officer, and O'Rourke, junior engineer officer."

"The following enlisted naval personnel were lost: E. L. Kinzey, seaman second class, next of kin, Thos. M. Kinzey, father, Water Valley, Miss.; J. W. Hunt, seaman second class, next of kin, Isaac Hunt, father, Mountain Grove, Mo., R. No. 2, Box 44; C. L. Auburn, radio electrician first class, next of kin, R. Auburn, brother, 2800 Louisiana avenue, New Orleans, La., and H. F. Watson, radio electrician third class, next of kin, Mrs. W. L. Seger, mother, Rutland, Mass."

"There were about 33 of the army enlisted personnel on board, of whom 17 were saved. The names of the missing of the army enlisted personnel and of the merchant crew of the ship cannot be given until the muster roll in France of those on board has been consulted. As soon as the department is in receipt of further details concerning the casualties, they will be made public immediately."

BIG PURCHASE OF SILVER IS MADE FROM MEXICO

Washington.—Six million Mexican silver pesos have been bought by the treasury department at 88 1/4 cents an ounce, for minting into half dollars, dimes and quarters. The transaction was faced with the difficulty of buying silver for coinage as steadily increasing prices, which at their height brought the value of the metal dangerously close to the minted value.

FIVE CLASSIFICATIONS INTO WHICH MEN TO BE DRAFTED WILL BE DIVIDED

Shows Order In Which They Will Be Called To Service. Every Man Registered Is Included.

Washington.—The five classifications into which men awaiting draft will be divided, under the new regulations, approved by President Wilson, have become public much before the time planned by the provost marshal general's office and are here published.

It was discovered that what was to have remained an official secret for a week or more was divulged at a dinner in New York which Secretary Baker and Provost Marshal General Crowder attended. The provost marshal general discussed the new regulations, without intending to make public the classification, but some members of a New York local exemption board, thinking to elucidate the general's speech, printed the classifications on the back of the menu card.

The classifications are as follows, and show every man registered, to which class he belongs and in what order the dependant classifications will be called to service:

- Class 1.**
- 1—Single man without dependent relatives.
 - 2—Married man (or widower with children) who habitually fails to support his family.
 - 3—Married man dependent on wife for support.
 - 4—Married man (or widower with children) not usefully engaged, family supported by income independent of his labor.
 - 5—Men not included in any other description in this or other classes.
 - 6—Unskilled laborer.
- Class 2.**
- 1—Married man or father of motherless children, usefully engaged, but family has sufficient income apart from his daily labor to afford reasonably adequate support during his absence.
 - 2—Married man—no children—wife can support herself decently and without hardship.
 - 3—Skilled farm laborer engaged in necessary industrial enterprise.
 - 4—Skilled industrial laborer engaged in necessary agricultural enterprise.
- Class 3.**
- 1—Man with foster children dependent on daily labor support.
 - 2—Man with aged, infirm or invalid parents or grandparents dependent on daily labor for support.
 - 3—Man with brothers or sisters incompetent to support themselves, dependent on daily labor for support.
 - 4—County or municipal officer.
 - 5—Firemen or policemen.
 - 6—Necessary artificers or workmen in arsenals, armories and navy yards.
 - 7—Necessary custom house clerk.
 - 8—Persons necessary in transmission of mails.
 - 9—Necessary employees in service of United States.
 - 10—Highly specialized administrative experts.
 - 11—Technical or mechanical experts in industrial enterprise.
 - 12—Highly specialized agricultural expert in agricultural bureau of state or nation.
 - 13—Assistant or associate manager of necessary industrial enterprise.
 - 14—Assistant or associate manager of necessary agricultural enterprise.
- Class 4.**
- 1—Married man with wife (and) or children (or widower with children) dependent on daily labor for support and no other reasonably adequate support available.
 - 2—Mariners in sea service of merchants or citizens in United States.
 - 3—Heads of necessary industrial enterprises.
 - 4—Heads of necessary agricultural enterprises.
- Class 5.**
- 1—Officers of states or the United States.
 - Regularly or duly ordained ministers.
 - 2—Students of divinity.
 - 3—Persons in military or naval service.
 - 4—Aliens.
 - 5—Alien enemies.
 - 6—Persons morally unfit.
 - 7—Persons physically, permanently or mentally unfit.
 - 8—Licensed pilots.
- FLIES FROM HAMPTON TO NEW YORK CITY.**
- Mineola, N. Y.—Carrying eight passengers, Lieut. Sylvia Resnati arrived at the government aviation field here in his Canard biplane, completing a flight of about 325 miles from Hampton, Va., in four hours 11 minutes.