

HOLLAND HAS THE ANNEXATION FEVER

The Hague, Netherlands, Oct. 16.—Peaceable, unaggressive Holland, has caught the annexation fever. It proposes to annex a twelfth province from its old enemy the sea.

It proposes to enact its clever army of hydrographic engineers with the task of bridging the waters of the Zuider Zee, snatching 529,575 acres of agricultural land from its embrace, and converting the remaining 362,500 acres into a freshwater lake.

The scheme just embodied in a government bill is restricted to the reclamation of some 133,050 acres, and is estimated to cost a total sum of \$44,000,000, whereas the estimate for the complete reclamation scheme is \$88,000,000. It is computed that even the restricted scheme will require fifteen years.

In its main outlines the project, which has been evolving ever since the year 1849, is a simple one. The Zuider Zee is a large, shallow arm of the North Sea that breaks into the northern part of the Netherlands in a southeasterly direction and laps the shores of five provinces, widening out into a big circular basin.

Across its mouth lies a string of islands which, before the great floods, once formed the coastline and the limits of the sea's domain. Some little distance inside this line a massive dyke is to be constructed in nine years time, from shore to shore, right across the entrance to the bight.

Starting a few miles below the well-known base of Den Helder, on the coast of the province of North Holland, it will cross the narrow strait of the Amsteldijk to the island of Wieringen, thence crossing straight through the sea north-westward to a spot near Piaam, on the Frisian coast.

The entire dike, including the intervening small islands, will be 25 miles in length, as compared with the 200 miles of coastline that it supplants. Out of the lake thus formed, it is proposed to construct four separate "polders" or drain basins, though only the two smaller ones, the north-western and south-western, located above Amsterdam, are actually included in the bill laid before Parliament.

A broad channel of the lake will still run up to the port of Amsterdam, and in order to preserve communication between the two severed parts of the Zyder Zee locks are to be built on the island of Wieringen, while a canal running along the inner side of the Frisian sea dike and issuing south of the enclosing barrier will meet the needs of shipping between Hattingen, Terschelling and Vlieland and the enclosed part of the Zuider Zee.

The harbors falling within the latter area will have to be deepened, while provision is made for an indemnity of \$2,400,000 to the Zuider Zee fishermen for the damage inflicted on their interests by the conversion of the present open sea into a fresh water lake of less than half the size.

The great question is: can this great project be made a remunerative one? In the opinion of the government and its advisers it can. To set against the total expenditure for the whole scheme of \$88,000,000, in the first place there will be the enormous benefits and saving of money which it will mean to the entire water protection and drainage system of the surrounding provinces.

The coastline to be defended from the inroads of the sea will be shortened by some 180 miles, and in place of an arm of the North Sea in the center of the country, with its sharply changing water conditions, there will be a proper drawing of the surrounding region.

Out of this lake, too, the provinces of Friesland and North Holland can obtain a plentiful supply of fresh water, a long-felt need. But beyond all this, there is the resulting 486,025 acres of fertile land; here, where the waves now wash, will appear smiling meadows with browsing cattle; and the financial yield alone will probably be sufficient to cover the entire cost of the scheme.

Of the two reclamation plans included in the present bill, the northwestern or Wieringen polder consists of very good clay ground, and the southwestern or Hoorn polder of the very best clay soil. Moreover, these are the most favorable situated for a speedy agricultural development, where, too, there are good markets, and from whence the capital can be reached in a short time by good rail and waterways.

TO DARKEN HAIR APPLY SAGE TEA

A few applications of Sage Tea and Sulphur brings back its vigor, color, gloss and youthfulness.

Common garden sage brewed into a heavy tea with sulphur added, will turn gray, streaked and faded hair beautifully dark and luxuriant. Just a few applications will prove a revelation if your hair is fading, streaked or gray.

Mixing the Sage Tea and Sulphur recipe at home, though, is troublesome. An easier way is to get a 50-cent bottle of Wyeth's Sage and Sulphur Compound at any drug store all ready for use.

This is the old time recipe improved by the addition of other ingredients.

While wispy, gray, faded hair is not sinful, we all desire to retain our youthful appearance and attractiveness. By darkening your hair with Wyeth's Sage and Sulphur Compound, no one can tell, because it does it so naturally, so evenly.

You just dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning all gray hairs have disappeared, and after another application or two, your hair becomes beautifully dark, glossy, soft and luxuriant.

This preparation is a delightful toilet requisite and is hot intended for the cure, mitigation or prevention of disease.—Adv.

Carbet told me that if at least three matches could be arranged for "Darcy it was likely that he would make the trip," said Captain Rice. "Darcy, of course, is subject to call to the European battle front. But I am sure he could come to the States for three or four months if he could get fights with Mike Gibbons, Jack Dillon, Battling Levinsky, Bob Mohr or some of the others.

"Over in Australia they are keen for Darcy to try conclusions with Gibbons. Stories of Dillon's 'giant killer' deeds have peeped into Australia, and they've heard a lot there of Battling Levinsky. But they regard Gibbons as the ranking American middleweight and the cry is 'Get Gibbons for Les'."

The most remarkable thing about Darcy is his hands. I noticed them first when I saw him fight in Sydney, Australia, when I was there last winter. They impressed me as being the hugest I had ever seen. Later he was introduced to me and when we shook hands he practically smothered my right in his. Darcy, you know, was a blacksmith in his earlier youth, and I guess they develop huge hands in that trade in Australia.

"The most disconcerting thing has also been passed relating to such requirements, this law again necessarily depending on the results of a searching inquiry to be carried out when the war is over and the new conditions can be surveyed in the light thereof. A considerable period must therefore even now elapse before the Zuider Zee project eventuates.

about Darcy, from a foe's viewpoint, is that the oftener he is hit the harder he fights. Usually, when a man is walloped by another two or three times he begins to back up. It is exactly the reverse with the Australian. He really doesn't start to battle until the other fellow lands on him. But just as soon as he is on the receiving end of a blow he begins rushing—really begins to fight.

"The harder and oftener they used to hit Battling Nelson the more furious would become his attack. And after a while, you know, the other fellows quit hitting Bat. So it is with Darcy, except that Darcy doesn't fight along Bat's old theory of 'take a dozen punches to land one.' When Darcy starts after a man he continues to protect himself—something that Bat rarely did.

I saw Darcy in his second fight with Eddie McGoorty. Many alibis since have been made for the second knockout of the American, but in my opinion Darcy beat him because he was the better man. McGoorty is clever, but Darcy was more so. McGoorty could time his punches and had a good eye—but Darcy, in both, was better than Eddie. The Australian battered the American into a state bordering on helplessness and then sent over the morpheus swat.

Captain Rice recently received a letter from Australia which declared that it was possible for Darcy to come to the United States. The communication was from William F. Carbet, the most famous sporting writer in Australia.

Account Southern Medical Association. Tickets will be sold November 12, 13 and 14, limited returning until November 19.

Account Cape Fear Fair. Tickets will be sold October 24, 25, 26 and 27, limited returning until October 28, and include admission to Fair.

Account Lee County Agricultural Fair. Tickets will be sold November 1, 2 and 3, limited returning until November 4.

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ATLANTIC COAST LINE The Standard Railroad of The South EXCURSION FARES

\$20.95 Jacksonville, Fla. \$21.45 State Camp, Fla. Account the following important National events:

Southern Rifle Association, October 11 and 12. National Rifle Association, October 13 to 19. National Rifle Practice, October 20 and 21.

National Individual Rifle Match, October 23. National Pistol Match, October 24. National Team Match, October 24 to 26.

Tickets will be sold to Jacksonville and return September 16, 17, 18, 23, 24, 25, 30; October 1 and 2 and to State Camp and return October 7, 8, 9, 14, 15 and 16. All tickets will be limited returning until November 4, 1916.

Reduced fares for parties of ten or more traveling together. \$18.30 Chattanooga, Tenn. Account Reunion of the Society of the Army of the Cumberland and Ohio Monument Association. Tickets will be sold Oct. 17 and 18, limited returning until October 23.

\$4.85 Raleigh, N. C. Account 56th N. C. State Fair. Tickets will be sold October 14 to 21, inclusive, limited returning until October 23rd.

\$3.35 Fayetteville, N. C. Account Cape Fear Fair. Tickets will be sold October 24, 25, 26 and 27, limited returning until October 28, and include admission to Fair.

\$22.30 Philadelphia, Pa. Account Clinical Congress of Surgeons of North America. Tickets will be sold October 20, 21 and 22, limited returning until November 2.

\$18.35 Atlanta, Ga. Account Southern Medical Association. Tickets will be sold November 12, 13 and 14, limited returning until November 19.

\$1.80 Chadbourn, N. C. Account Columbus County Agricultural and Educational Rally. Tickets will be sold Friday, October 27, limited returning until midnight of date of sale.

\$2.40 Clinton, N. C. Account Sampson County Fair. Tickets will be sold October 31 and November 1, 2 and 3, limited returning until November 4.

\$3.90 Sanford, N. C. Account Lee County Agricultural Fair. Tickets will be sold November 1, 2 and 3, limited returning until November 4.

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We carry the same high class of canned and bottled goods as the down town Stores, and if you will ask for our prices, we can save you money. No high over head expenses. Good reason, isn't it? THOMAS GROCERY COMPANY, Inc. Phone 294. Established 1888. 4th and Campbell Sts.

ATLANTIC COAST LINE Arrivals and Departures of Trains at Wilmington, Effective Sept 11, 1916. Time Not Guaranteed.

Table with columns: DEPARTURE, TO AND FROM, ARRIVALS. Lists train numbers, destinations, and times for various routes including Goldsboro, Raleigh, and Jacksonville.

For Folder, Reservations, rates of fares, etc., call 'Phone 160. W. J. CRAIG, Passenger Traffic Manager. T. C. WHITE, General Passenger Agent. Wilmington, N. C.

Suburban Schedule In Effect October 9, 1916. WINTER PARK, WRIGHTSVILLE, WRIGHTSVILLE BEACH And Intermediate Points

Table with columns: EASTBOUND, WESTBOUND. Lists departure and arrival times for Winter Park, Wrightsville, and Beach.

SPECIALS FOR SUNDAYS Leave Front and Princess street every half hour from 2:00 to 5:00 P. M. Leave Beach every half hour from 2:45 to 5:45 P. M.

BRINGING UP FATHER



Liggett's Chocolates

80c to \$1.50 pound. Between the two lines we have the best Candy to be had at any price. If you purchase a box and for any reason do not like it, just throw the box away and telephone 248 and we will rush your money back to you by messenger.

WILMINGTON "Serves You Right"

Johnston's Chocolates 80c to \$1.50 pound. CLYDE STEAMSHIP CO. C. J. BECKER, Agents. Wilmington, N. C.

CLYDE LINE To New York and Georgetown, S. C.

NEW YORK TO WILMINGTON. S. S. Onondaga, Wednesday, Oct. 11th S. S. Huron, Monday, Oct. 16th WILMINGTON TO GEORGETOWN. S. S. Onondaga, Monday, Oct. 16th S. S. Huron, Thursday, Oct. 19th WILMINGTON TO NEW YORK. S. S. Onondaga, Friday, Oct. 20th S. S. Huron, Monday, Oct. 23rd S. S. Onondaga does not carry passengers.

BY McMANUS

