

JERSEY REAL ESTATE MEN ARE ORGANIZE

League Formed at Shore t Make Drive for Remedial Legislation

ATLANTIC CITY, Dec. 8.—Representative real estate operator of a dozen cities, meeting in convention at the Hotel Dennis, in response to a call issued by the brokers' boards of Camden and Atlantic City, resolved to organize the Real Estate League of New Jersey and make a drive for remedial legislation.

The new State league will have one woman among its charter members. She is Miss Frances L. Wilkins, of Woodbury. She took an active part in the meeting and knitted and listened at the same time. Besides Camden and Atlantic City, which furnished the bulk of the delegates, there were brokers from Asbury Park, Jersey City, Trenton, Hoboken, Newark, Bloomfield, East Orange, Hackensack, Elizabeth, Bridgeton, Burlington, Paterson and Passaic.

Temporary organization was effected with Michael A. Devine, president of the Atlantic City Real Estate Board, as chairman, and Robert Crow, Jr., of Camden, as secretary. The purpose of the league is to go much further than that. One of the first moves will be the introduction of a bill to amend New Jersey's statute of frauds, which prescribes in one section that real estate men shall not charge more than one-half of 1 per cent for the placing of mortgages. Nearly every broker in the State charges 2 per cent, it is alleged.

Frat Men Have Fun With Novitiates

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bing, punning, lambasting and otherwise assailing the most mysterious man where his back formed a sort of mound.

One of the five laughed and said "Good" and at that the first mysterious man whisked him at a point between three and five inches south as the crow flies of the last lumber vertebra. The other four quickly followed suit, registering on the same section of the anatomy of the man who had said, "Good." Then somebody telephoned the police of the Thirty-second street and Woodlawn station and Hense Sergeant Bretzinger called for volunteers for a desperate, dangerous and vital task.

"Stick pins into them," commanded the Magistrate heartlessly. Pins were produced and inserted, but the mysterious men only grunted and jumped; they would not speak.

"Take them back," cried the Magistrate in disgust at least six feet high, and they were taken back. The suitcases were confiscated. They were very heavy. Just as like as not they were all of silverware. They were opened and found to contain bricks, stones, old iron and other ballast.

RED CROSS WILL PUSH SPECIAL RELIEF TRAINS

WASHINGTON, Dec. 8.—W. Frank Persons, director general of civilian relief of the American Red Cross, announced today that the entire machinery of that organization is now in motion to meet the needs of Halifax sufferers.

Hundreds of tons of clothing and clothing are ready to be rushed northward on special relief trains. Trains will be sent to Philadelphia, New York and Boston were ready today to proceed to Halifax to augment the forces of relief workers already in the stricken city.

Red Cross officials today declared that they are amply equipped to provide from their base hospital units in the eastern cities any amount of hospital equipment and supplies that may be needed. The pressure of the organization also will be drawn upon liberally, if the situation demands it.

Thaw Brings Down Plane

PARIS, Dec. 8.—Major William Thaw, a member of the Lafayette Escadrille, brought down a German airplane in a duel over the enemy's lines on Wednesday, according to a message received in Paris last night.

Eighteen Die in Texas Camp

FORT WORTH, Tex., Dec. 8.—The deaths of eighteen men have been reported from the base hospital at Camp Bowie during the last twenty-four hours. Most of them were caused by pneumonia or a complication of measles and pneumonia. Fifteen cases of meningitis are reported.

Captain Gilbert NOBBS

was 5 weeks on the firing line on the Somme. 4 weeks mourned as dead. 3 months a prisoner of war after being blinded. His thrilling story is told in **On the Right of the British Line** \$1.25 net. Charles Scribner's Sons Fifth Ave. at 48th St., New York

ITALIANI

Quarta Brigata Bersaglieri Combatte Dodici Ore Consecutive

SENZA TREGUA

Austri - Tedeschi Subiscono Perdite Incalcolabili nei Loro Tentativi di Avanzata

ROMA, 8 dicembre. Della notizia giunta dalla fronte di battaglia si rileva che la lotta continua con grande sforzo di spazzare le linee italiane, ma che, per quanto inaudito e senza precedenti si infrange contro la valerosa resistenza delle truppe italiane, le quali compiono eroismi che hanno del sovraumano.

L'attacco a Maletta la lotta è stata acerrima e i soldati italiani tennero a bada il nemico, infingendo il profitto rievantissimo, e solo quando costoro strategico, con mano una spinta sopra alcune linee retrostanti, questa si effettuò in perfetto ordine e con perfetta validamente dal fuoco delle artiglierie italiane.

PERDITE CHE GLI ITALIANI HANNO FATTO AL NEMICO SONO INCALCOLABILI

Ecco il testo del comunicato ufficiale pubblicato ieri dal Ministero della Guerra in Roma:

Sull'altipiano di Asiago la battaglia continua senza interruzione. La ritirata delle nostre truppe dal vallone di Maletta nella linea retrostante di difesa avvenne mercoledì notte e ieri mattina. Il nemico tentò la soluzione del fuoco dell'artiglieria che innanzi a bada il nemico impendevano l'avanzata.

Un rinfario avverso che tentò di avanzare per la valle Brenonella venne messo in fuga disordinata dall'inesistente fuoco delle nostre mitragliatrici. Nel pomeriggio dopo violentissima preparazione di artiglieria scattò sul nord della valle del Rocco fino al Monte Caberlata. Il nemico tentò con forze massicce di sfondare la nostra linea di difesa di Asiago.

Alta sera tutti i fanali pubblici della città e del paese dell'Italia settentrionale saranno spenti.

Gale Hits Halifax: 2000 Dead in City

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and prevented relief parties from outside letters from getting to work as early as they expected.

Word came from St. John, N. B., early today that the Massachusetts relief special train which left Boston Thursday for Halifax had been stalled in deep snow drifts beyond Anvers. Railroad officials announced that relief crews had been sent from nearby towns to aid in the struggle with the elements to get the train to Halifax as quickly as possible.

When the official Government investigation of the munitions ship explosion began here it will be testified that the Mont Blanc carried 400 tons of T. N. T., the highest explosive known and a deadly dose of benzene. As this floating bomb came through the Narrows there was a light mist. The duty of the vessel was to keep to the right and hugging the Narrows as it went toward Bedford Basin, to await a convoy.

The Belgian relief ship Imo was coming out of the Basin, and some witnesses allege neither ship was on its proper side of the stream. In order to rectify the mistake they exchanged signals, which were evidently misunderstood. The Imo rammed the munitions ship, backed away and ran around on the twentieth shore.

At this point there are several versions of the story told. One is that the munitions ship was on fire before the collision. This is not generally believed. She was on fire immediately after the crash, however. The crew took to the boats. All have been accounted for except one man.

TWENTY MINUTES BEFORE BLAST
Twenty minutes after the collision, it is declared, the munitions ship blew up where she had grounded. Fire 8, near the International Railroad station. The explosive on board the Mont Blanc was three times as powerful as fulminate. The powder experts say that had the ship had a solid foundation beneath it there would not have been a rat or a pig left alive in Halifax.

Pieces of shells, steel plates and unexploded bombs were found five miles from Halifax. At Orangedale, Cape Breton, 150 miles distant in an air line, and at Sydney, 200 miles away, the shock was that of severe earthquakes. At Anvers, sixty-two miles distant, the windows of the Learmont Hotel were shattered and the clock was shaken from the wall of the train dispatcher's office. At Anvers, a Grant thirty-five miles away, there was lifted from its foundations although the work had been done by an earth mover.

Two American vessels were making their way down the coast at the time. One, a cruiser, about five miles off Halifax, was so shaken up that the chief officer thought his ship had struck a mine. Then another craft on the horizon, he thought that he had been fired on. He went to investigate the stranger. A small ship, sixty miles off Halifax, the shock, and at once concluded the cruiser, whose location was known to it, was in action.

SEVENTY-FOOT TIDAL WAVE
Explosion raised a tidal wave in the Basin that went forty feet over the top of the International Railway and carried away loaded freight cars. The railway line in rolling ground at 300 loaded freight cars and twenty locomotives were distinct from this.



JAMES L. MCGARRIGLE
EVENING LEDGER staff photographer, who has gone to Fort Wood, N. Y., where he will become a photographer in the aviation section of the signal corps.

benches on the Mont Blanc. The great explosion is declared by all to be beyond description.

In an instant Halifax was transformed into a hellspot. Wooden buildings in the north end, including many old and rickety structures along Water street, poured their wreckage into the street. Corpses huddled everywhere and fire completed the destruction.

The worst damage was done over an area of two square miles in the North End. This is except that and resembles a bit of the Flandera front, only the demolition is even worse. The great fire spread in its ruins.

Some of the refugees are trying to live in what remains of their homes today. The Rev. Mr. Lenotte is pastor of St. Mark's American Church in the north end. His house is gone, his church is gone, there remains but the cellar of his Sunday school, and there the pastor is now living. Half the members of his parish are dead. All but two of his children have perished. Not a single woman remains, although the same is true of St. Joseph's Roman Catholic parish.

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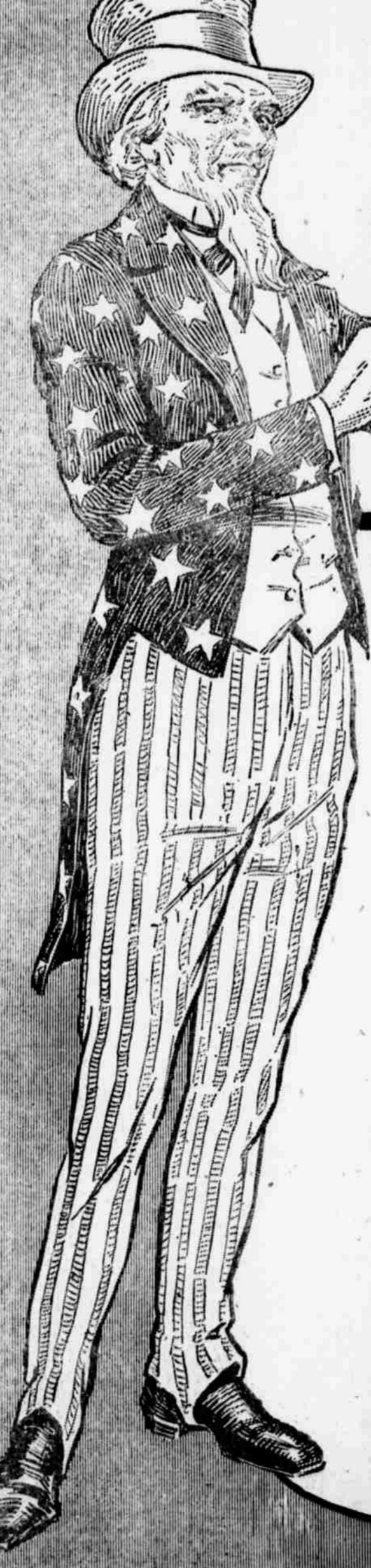
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You have asked us to use shortening, other than lard. We obey.

We are glad to make Koll's Bond Bread out of these ingredients.

We will still pay special attention to the purity of the flour, compressed yeast, water, salt, shortening, sugar, etc., which we use in Koll's Bond Bread.

And we will still use the Bond Bread process by which (according to a famous food economist who contributes to the Ladies Home Journal), we are able to make Koll's Bond Bread many times more digestible than even the usual home-made bread. (This statement is also backed by the signed opinion of Food Specialist, Dr. Wallace Alexander.)

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