

SUGAR PRICES FIXED BY U. S.

Hoover Also Cuts Candymakers' Supply in Half During Shortage

Washington, Oct. 26.—The food administration at Washington last night struck two more blows for the consumer in replenishing the sugar supply at normal prices.

Herbert C. Hoover, food administrator, set 6.35 cents per pound as the basic price for raw Louisiana sugar, thus keeping down the eventual retail price when this sugar reaches the market. The wholesale price is to be 8.35 cents per pound.

In another ruling, Mr. Hoover instructed all refiners and sugar distributors to cut in half the supply to confectioners between now and January 1. The food administrator hopes, through this order, to bolster up the supply for domestic consumption.

In the meantime, with careful use and sensible buying, it is believed the supply in the hands of consumers, merchants and wholesalers here will last until the 200,000,000 pounds of raw sugar, bought in Louisiana as an emergency measure, will reach the market.

It will be at least three weeks before this emergency supply reaches the retail store, those prominent in the sugar industry said yesterday. It will take three weeks before it can be brought into the refineries here, and two or three days more before the manufactured sugar is started toward the market.

The entire 200,000,000 pounds, however, can be refined in two weeks, once the supply reaches here, therefore, it will require little time to get into the market.

GREEKS DECIDE TO PROSECUTE CABINET

Athens, Greece.—Arising from a report of the committee to investigate the actions of the Lambrakis Cabinet, which considered sending the Lambrakis ministers, excepting Mr. Illopoulos, for trial before the high court for monarchial absolutism and anti-Entente tendencies and actions, the Chamber discussed the whole question as well as the proposal to try the Gounaris government. A feature of the debate was a 14-hour speech by Mr. Rhalis, who pleaded that the imposition of the personal policy of the King was not a change of regime, as the King was always irresponsible and nothing of which he was accused could be characterized as high treason.

Subsequently the Chamber voted in favor of the prosecution of the Skoulioudis Cabinet members, including Mr. Gounaris. Mr. Rhalis failed to establish his plea.

AMERICAN CLUB IN LONDON

London, England.—King George and Queen Mary, accompanied by Walter Hines Page, the American Ambassador; Vice-Admiral W. S. Sims, commander-in-chief of the American naval forces in European waters; and Robert P. Sinner, the American consul-general, today visited the American Officers' Club, which has been established by the British Pilgrims in Chesterfield Garden. The King and Queen spent some time discussing the arrangements made for the comfort of the American officers and expressed their hearty approval.

MAXIMUM PRICE OF BUTTER

London, England.—The Food Controller has fixed the following first-hand maximum prices for certain varieties of butter sold by or on behalf of the importer or maker thereof for delivery on or after December 24: French fresh rolls (export), 26s. per dozen pounds; French, Paris (unsalted) (export), 238s. per 12 pounds.

The Diary of a U-Boat Commander

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(Translated from the Original German by Irving R. Bacon)

1917—12 July
Eighty miles west of Black Rock, off the coast of Ireland, we sank the American bark Kresiel at ten o'clock this morning. Never was the sinking of a vessel more distasteful to me, partly in deference to the memory of poor Kresiel, who gave up his life lest he be compelled to take part in the destruction of American vessels, and partly also because I have a personal liking for Americans. They are a big-hearted, although somewhat bragadocio sort of people. They are generous, flare up quickly in anger, but are soon appeased, and do not harbor malice long. Their sense of humor, too, is very keen, and this makes them the easiest and most delightful companions to get along with. I always feel as if I were guilty of mistreating a friend whenever I sink an American vessel. But duty is duty! They are shrewd, too, those Yankees. I admire their wit in declaring war when they found that we were sinking their vessels anyway. Peace only hampers! them while we were having the best of them. Now they are at liberty to deal with us as enemy with opportunity. It was a waste of good opportunities on their part to temporize by way of diplomatic negotiations. Bullets are the best reply to bullets.

Arnold Wimborn, whom I had met at Captain Larsen's house in Stockholm, was aboard the U-boat. He had been picked up by the latter several hours earlier. His schooner had been sunk by a submarine. The crew was taken to Glasgow, to Hampton Roads, rescued him and his crew.

When Wimborn was coming alongside my craft, in the boat of the U-boat, he exclaimed, "I recognized me, 'Some day you will sink a schooner and will discover that it belongs to Larsen and has your Minna aboard.'" I showed him the pictures of Minna in my cabin, and when he saw the crepe around them he was spellbound and speechless. "But not through you," he exclaimed, drawing away, as if in horror from me, as though I were infected with the pest.

I told him all that had happened and how I was suffering. He was very sympathetic and assured me that he knew that I would have given my life rather than injure Minna. "But," he said, "you sure are engaged in a damnably questionable business."

"What can I do?" I replied: "I have to perform my duty. Duty, duty; oh, this murderous damned, unspeakable duty."

Here the diary of Hans von Tuebinger ends abruptly.

What occurred after this final entry; how this bright, noble intellect, becoming dethroned, "like sweet bells jangled, out of tune," drove him at last to such mad excesses in the pursuit of "duty" as to sink every vessel which crossed his path, was told in the newspaper recently in an account by John Pirano, a seaman, who was a survivor of the Norwegian steamship Falkland, torpedoed in the North Sea, with the loss of ten lives. The story, as told by Pirano, was as follows:—

"The Falkland was carrying a cargo from Philadelphia, and every-thing was going along smoothly until we were in the North Sea, about 150 miles off the northeast coast of England, when a U-boat came to the surface and started in to fire at us without preliminaries. The first shot tore away our wireless. Another smashed into the engine room, killing half a dozen men.

"The shells were coming so fast that we didn't wait any longer, but

just piled into the lifeboats and got away as quickly as we could. We were not a bit too soon, for the vessel sank a few minutes after we had cut loose from her. All told, ten men perished with her.

"The captain of the U-boat made us come alongside after our vessel was gone. I never saw a man act more queerly. He looked as if he felt sorry for us and then became excited and angry and ordered us to get out of his sight. We were in mortal dread of the man and didn't know just what to do. We were between the devil and the deep sea, for we made up our minds that no matter whether we stayed or rowed away he would find some cause of quarrel and have us shot.

"I guess our captain must have thought that, so long as we were bound to offend the U-boat commander no matter what we did, the best thing would be to get as far from him as possible, and so we rowed away. We had gone about half a mile when we saw him waving his arms about his head and running up and down on the deck.

"We better go back," said the second mate to the captain. "I think he's kind o' put out because we rowed away without asking him."

"We went back a good deal faster than we had gone away, and when we were near enough to hear his voice I heard him say, 'I'm tired of this butchery business. I've killed my Minna; I've killed her brother; I've killed too many already. Not another life will I take—except my own. Damn Von Tirpitz! Damn the Kaiser! They've driven me out of my mind!'"

"Although I am of Italian descent and was born in New York, I spent many years in Bremen and picked up a good working knowledge of German. So I understood everything the poor fellow said. His men listened to him as if they had been turned into stone. What he said must have been worse than blasphemy to them; but even so, they didn't do anything to stop him.

"Well, sir, the first thing we knew that poor devil jumped into the water, and that was the end of him. Before he went he let out one despairing cry of 'Minna!' and I can tell you I haven't been able to get it out of my ears from that day to this."

Pirano said that after a long and vain search, in which the crew of the Falkland aided, the commander of the U-boat was given up as dead. "The U-boat then submerged and we were left to our fate," Pirano said. "After two days adrift we were picked up by a British patrol boat and landed in England."

One of the crew of Hans von Tuebinger's U-boat obtained possession of the dead commander's diary and smuggled it to a friend in Copenhagen, whence it was brought to New York.

(THE END)

ASTHMA SUFFERER

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