

Christmas Gifts

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On account of having to vacate store we will close out our entire stock of

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consisting of Statues, Pictures Framed and Unframed, Gold Chain Rosaries, Scapular Locketts, Gold Crosses, Brooches, Medals, Religious Calendars, Christmas and New Year Cards, etc.,

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Note The Following Prices :

- | | |
|------------------------------------------------------------|------------------------------------------------|
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| Novena Leaflets, 1c each | Scapular Stamps, 1c per sheet to 5c |
| Xmas and New Year Postals,
2 for 1c and 2c each | Xmas Bells, all sizes |
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per 100 1c, 2c, 3c each | Scapular Locketts |
| Silver Crosses, 15c to \$1.00 | Christmas Booklets, 2c each to 10c |
| Stick Pins, 8c each | Small Christmas Cards, 1c each
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Seems That Way.

"Top!"

"Yes, my son."

"Why does a cow chew at night?"

"Well, my boy, a cow takes food during the day and then chews her cud at night."

"But, say, pop, that's hoarding food, isn't it?"—Yonkers Statesman.

Wouldn't Go Far.

"A penny for your thoughts, darling," said Newlywed.

"Oh, Harry," she replied, "they will cost you far more than that."

"What were you thinking about, then?"

"Just a new gown I ordered yesterday."

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PROVES ALLIES' CONTROL OF SEA

Cattegat Battle Shows Germans Fear to Take Chance.

STAND IDLE AS 11 ARE SUNK

Teutons Strike Nervously at Night and Flee, Not Daring to Go to Rescue of Own Ships—British Fight Openly in Daytime and Rescue Drowning Men From the Water—Reputation of German Navy Suffers.

The recent naval action in the Cattegat, where the British sank a German cruiser and ten armed patrol ships, is an example of the careful planning which lies behind every move on the naval chart. A comparatively insignificant force of British destroyers and light cruisers were the actual stage performers in the little Skagerrak drama.

The actual fight in the Cattegat began about seven o'clock in the morning and was over three hours later. The German fleet behind its fortifications received calls for help but dared not take a chance—probably well knowing that any attempt to scud out help would be confronted with enemies rising out of the sea on all sides.

The Cattegat is a deep bay lying between Denmark and Sweden and leading out through the Skagerrak into the North sea, near the scene of the famous Jutland battle. A fog lay over the entire Cattegat throughout the action, and the British destroyers picked off their victims, one by one, as they came.

Discredit German Captain's Story. The German auxiliary cruiser Marie, which was leading the fleet of patrol boats, was a ship of 3,000 tons. Its captain, Herr Lauterbach, was wounded, but reached the Danish shore safely. His ship, which had four guns and a crew of 90, was "suddenly attacked," he said, in an interview with a Danish newspaper man afterward, "by a fleet of British destroyers and the shells fired by them descended with such rapidity that the men on the Marie were almost unable to use the guns. Only a few shots were fired before the ship was a mass of flames."

British and American naval men who have been on the China station in years past will remember Captain Lauterbach. He was known from Shanghai to Vladivostok as "Baron Munchausen" and is said to have been the most unpopular German naval officer in the far East.

Lauterbach's naval reputation will probably suffer somewhat from the Cattegat battle. His report that he fired his guns as long as possible is denied by his own men, who declared that Lauterbach was seized with "funk" as soon as the enemy appeared and that not a single shot was fired from the Marie's guns.

Presumably the Marie was making its way toward the trade route between Norway and Scotland, in hopes of repeating the successful German attack on the British convoy on October 17. The British commander concentrated his fire first of all on the Marie and then detached his fastest vessels to round up the escorting patrol vessels. This was thoroughly done after a hunt lasting nearly three hours. This action, it should be remembered, occurred in waters which the Germans regarded as practically one of their "inland seas."

The Cattegat is the gateway to the Baltic. The scene of the fight is 600 miles from the nearest British coast, but less than 200 miles from Kiel. The Germans hold their favorite "interior lines," while the British forces had to cross the North sea, go up through the Skagerrak, and then around Skaw.

Enemy Afraid to Attempt Coup. The Germans had every chance to execute a coup, cutting off the retreat of the British forces by bringing superior units up the coast to the entrance of the Skagerrak. That they did not dare to attempt this is evidence of their appreciation of the initiative and resource of the British navy.

An interesting comparison might be made between this clean victory by the British destroyers and the tip-and-run raid by the German light cruisers on a British convoy on October 17.

The Germans sent out two of their fastest cruisers in the darkness, struck their blows in nervous haste in the early morning hours, not pausing to rescue a single life of hundreds of combatants and noncombatants, then ran away northward to pass the remaining hours of daylight in hiding, and when night fell dashed down the Norwegian coast, and thus returned home without being intercepted.

On the occasion of the British victory the fight occurred not in the North sea, but on Germany's doorstep; not at night, but in daylight; not hurriedly or nervously, for 64 prisoners were taken, drowning men rescued from the water, thus providing another vivid contrast between German and British methods of warfare.

The return of the British squadrons to its base was quiet and unostentatious. By nightfall they were off again on their business of sweeping the sea. The cruise of the fleet into the Cattegat and the little victory which the British won there without the loss of a single British life, while not largely important in itself, is a concrete illustration and proof of the manner in which the allied fleets control the seas.

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