HUSBAND RESCUED **DESPAIRING WIFE**

After Four Years of Discouraging I had gotten so weak I could not stand Conditions, Mrs. Bullock Gave Up in Despair. Husband Came to Rescue.

Catron, Ky .- In an Interesting lette from this place. Mrs. Bettle Bullock llows: "I suffered for fou years, with womanly troubles, and during this time, I could only sit up for a little

The doctor was called in, and his treat ment relieved me to a while, but I was mend it. Begin taking Cardul today. soon confined to m bed again. After Advisory Dept., Chattanooga, Tenn., for Special that, nothing seemed to do me any good.

Mile to r Chattanooga, Tenn., for Special Instructions en your case and 61-page book. Home that, nothing seemed to do me any good.

and I gave up in despair.

At last, my husband got me a bottle of Cardul, the woman's tonic, and I commenced taking it. From the very first dose, I could tell it was helping me. I can now walk two miles without its tiring me, and am doing all my work."

If you are all run down from womanly troubles, don't give up in despair. Try Cardul, the woman's tonic. It has helped years of continuous success, and should all. At times, I would have severe pains surely help you, too. Your druggist has sold Cardui for years. He knows what it will do. Ask him. He will recom-

WILSON PLEADS

FOR R. R. PEACE

Men Willing to Lay Dispute

Before President.

BOTH SIDES ARE HOPEFUL

White House Conferences Increase

Prospects That Big Strike Will be

rhoods, which are threatening a na

When the railroad managers closed

which they considered so constitute

dent himself would hear the case, or

When the managers' committee lef

the interests of the public and con

sidered that a decision rested with the

GENERAL FOCH

French Commander, Leader of Big Offensive.



GERMANS RETAKE TRENCHES

Get Foothold in Positions Lost to British-French Gain. Attacking British positions near Po-sieres, on the Somme front, the Ger-mans gained a foothold temporarily in a portion of the trenches taken from

The war office statement says: "West of Pozieres, the enemy gain ed a temporary footing in a portion of the trenches captured by us. Other the British front between the Somme

and the Ancre.
"South of the Ypres salient we carried out a successful raid without incurring any losses ourselves. There has been further mining activity. We forced an entry into a German gallery at the bluff north of the Ypres-Content and the same an Comines canal, and after exploration blew in a considerable length. We captured some of the enemy's mining stores. We also successfully exploded mine near Cordunnerie."

The French troops captured some trenches on the left of the Fay-Denie court road, in the Somme sector, says the Paris war office announcemen was brisk cannonading in the region of Maurepas. German attacks in the vicinity of Hill 804 and at Fleu fy (in the Verdun sector) were repuls

OPENS WAY TO ISLE SALE

the Danish parliament in Copenhage woted in favor of selling the Danish West Indies to the United States, if a plebiscite, a vote of the people, favored the sale.

member being denied a vote and six

Having taken this action, the Folkething took up the question of ratificathe sale of the islands. The vote was the same as that upon the question of the sale.

The discussion in the Folkething

turned upon the question whether the plebiscite or elections, or both the elections and the plebiscite, shall take the sale of the islands. Premier should be necessary, the government would have to ask the American gov-ernment if the matter could be post-poned until the newly-elected Rigsdas ets in November.

BABY DROWNED IN RIVER Stone Was Found Tied to Child's

Neck.
The body of an infant was found in the Conestoga river near Brownstown Pa., one end of a rope tied about its neck, a stone tied to the other end

of the rope.

The authorities investigating the case believe the child was alive when

case believe the child was alive when placed in the stream.

The body was found near Rufus Graybill's flour mill by Harry Killian, of Brownstown. Constable Thaddeus Bare removed the body from the stream. It was a white male child.

The investigation now being made The investigation now being made by Coroner E. R. Miller seems to have established the fact that the child was murdered, although a verdict to this effect was not yet rendered. No clue has been found that would connect

Fighter of Paralysis Quarantined.
Dr. F. S. Hallett, president of
the Hackensack, N. J., board of
health, who has been an active
fighter against the infantile paralysis epidemic, was quarantined
with his family at Blue Point, L. I.
His dansher, Mary, five years old, is daughter, Mary, five years old, in i. and Amy, six years, and Eliza sth, three years, are stricken with the

anybody with the affair.

Runaway Telescopes Other Car at Foot of Hill.

25 KILLED WHEN

TROLLEYS CRASH

63 OTHERS WERE INJURED

Groups Dead and Malmed-Motor

On their way to two great family eunoions twenty-five persons were illed and sixty-three others injured a head-on collision of trolley care the Southern Cambria Traction a point between Echo and

Brookdale, near Johnstown, Pa.

It was a disaster unique in some respects. The motorman of the second or runaway car that caused the colli on, being unable to control his trolley on the steep hill, seems to have faint ed or failen dead at his post after waving his arms and wildly yelling His car, running at least forty miles an hour, crashed into and telescope , coming toward him as fif then miles an hour around a curve at the foot of the hill, and what was left alive of the human freight was crush ed into compact masses at the end

of the cars opposite to the impact.

The cars in the collision were the one southbound from Ebensburg, and another from Johnstown, carrying excursionists to the reunion of the Ribbert of the carrying excursionists. lett and Conner families at Wood land Park, and the majority of the in

jured are members of those families.
Running past the Southern Cambria
car barns at forty miles an hour and passing a switch with undiminishe speed the southbound car brough about the collision. The exact circum about the collision. The exact circumstances leading up to the wreck will probably never be known, but it is quite certain that Motorman Angus Varner lost control of his car, or that he fainted or was stricken dead at his

In the flight of the runaway the con ductor on the rear end attempted to bring the car to a standstiff by pulling President Wilson has apparently made such progress in his conference with the railroad managers and the heads of the broth the trolley pole from the wire, but the speed was too great. The runaway dashed around a curve a short distance from Echo, and it was there that the collision occurred. The force of the tion-wide strike, that after he had conferred with both sides it was agreed the outlook was hopeful. impact was terrible, and both care were badly telescoped and the crash was heard more than a half-mile away, residents of the neighborhood say. their conference with the president they went into a secret meeting to dis A portion of the roof of the Johnstown cuss some proposal which the president had laid before them, as a result car was hurled seventy-five feet, and the steel and wood were crushed a hough they were paper.

The dead are: Taylor Thomas,

of his earlier conference with the brotherhood leaders. Its nature was torman, Johnstown; Angus Varner, motorman; Mrs. John Lentz, Jamison, Pa.; John Lentz, Jamison; his son, aged about seven, head cut off; Frank Ribblett, fifteen, Pole Hollow; Benjamin F. Ribblett, Coopersdale; Mrs. B. kept secret, but it was believed to be that the president appoint neutral ar bitrators and thus satisfy the demand of the men that they go before a board which they considered so constitutes as to give them a fair hearing.

The brotherhood men, at their conference with the president, indicated s F. Ribblett, sixty, Coopersdale; Joseph R. Ribblett, Sixty, Coopersale; Joseph Ribblett, Coopersale; Mary Catherine Ribblett, West Taylor, died at hospit-al; Mrs. Darrell Dishong, Tannery-ville; George East, sixty-four, West Taylor; Mrs. George East, sixty-five, willingness to arbitrate if the presi possibly if he would appoint the neu trals on a large board, on which all the brotherhoods would be represent West Taylor; George Good, Johnstown; Mrs. George Good, Johnstown; Antonio Comangelo, St. Michael; David Dishong, sixty-nine, Tanneryville; the White House, it was said the president had put plainly before both sides Darrell Dishong, Tanneryville, died at hospital; Ella Dishong, died at Merc Hospital; Chester Dishong. died a Mercy Hospital; James Anderson Swissvale; George Boolds, Hagers town, Md.; Stephen Kuch, Johnstown managers and the employes and that he could do nothing but wait. After the railroad men left, Judge J. Reese, Johnstown; Mrs. Robert Me

W. L. Chambers, one of the mediators Laughlin, Johnstown nates bordered on the heroic, and wer most effective. All the dead and in tured had been taken from the wreck age before aid could arrive from Con

ing his head for a time on the lifeless Spanked Bride; Arrestea.
For spanking his wife to keep her at home instead of going every evening to Central Park, Earl Eustace, of Rittersville, near Bethlehem, Pa, has been committed to jail.

been committed to jail.

A little more than a month ago Eustace married a pretty eighteen-year-old girl of Emaus. They went to live at Rittersville, near Central Park. Every night the young bride went to the park, and when Eustace complained to his wife's father, the latter advised

that she be spanked. She was, and Eustace's arrest followed.
At the hearing the girl's mother advised her to return to her husband, but she refused. Broken-hearted, the husband refused to obtain ball and decided to get to the result of the state of the decided to go to fail.

Explosion Kills Six Miners. Six men were killed and three bad ly burned in an explosion of gas at the Woodward colliery of the Dela-ware, Lackawanna and Western Coal Company, at Edwardsville, near Company, at Edwardsville, near Wilkes-Barre, Pa. Two of the bodies brought to the

surface are so badly burned that iden tification has not yet been made.

The explosion occurred in the Red Ash yein, where about 200 men are employed. It was more than two hours. pefore the rescuing party and pany physicians could reach the so of the disaster. The three injured men lay for that time where they fell.

LONG HOURS A RARITY.

Only Once In Five Years Does Average Trainman Exceed Legal Limit That long hours in train service have by a report issued by the Interstate Commerce Commission. Only one employe in five on the average last year was compelled to remain on duty more in the whole year. Stated in another way, the chance of an engineman or trainman remaining on duty beyond this prescribed limit was reduced to

once in five years.

The total number of cases of excess service from all causes reported to the commission was only 61,247 during the year ending June 30, 1915, as compared with 137,439 in 1914 and 270,827 in 1913 and with rare exceptions these ted cases recognized as due to

represented cases recognized as due to unavoidable causes. Statistics on this subject are collected by the Interstate Commerce Commission under the national hours-of-service law. Every time a train is so de-inyed by a blizzard, washout or oth-er cause that any part of the train crew is on duty longer than sixteen hours the railroad company must re port the occurrence to the con giving the names of the hidividual employes concerned and a full statement of the cause for the excess service.

For several years the railroads and the Interstate Commerce Con have been co-operating in efforts to prevent the keeping of employes on duty for long periods. The reduction of nearly 80 per cent in such cases which has been brought about in three years shows that the working of me

Three New Cases Near Baltimore Three new cases of infantile paraly sis were reported to the health au thorities in Baltimore, Md. All three victims are children in the countie

Racers Die in Pittsburgh Blaze. Fire destroyed the stables of the William J. O'Neil Transfer and Stor age company, in Pittaburgh, Pa. on the North Side, burning fifty-eigh-horses, including four thoroughbree racers valued at \$29,000. The tota

found in the heart of a Holstein con

HIGH WAGES ON **AMERICAN ROADS**

Railroad Payroll Records Made Public by the Carriers.

NATIONAL INQUIRY URGED

Managers Offer to Leave Question of \$100,000,000 Wage Demands to an Im-partial Federal Tribunal to Prevent

New York.-What is probably the most elaborate study of wages ever made in any industry has just bee ompleted by the National Conference mittee of the railways.

For six months railway accountants hroughout the country have been en gaged in collecting the payroll record to show the actual wage payments to 300,000 engineers, conductors, fireme and brakemen now voting on a na tional strike for a new wage scale. That these employes are one of the ndustry is disclosed by the summar ide public today by the railroa

The average yearly wage payment o all Southern train employes (in ing those who worked only part of the vere:

Three-quarters of the ing those who put in a full year's serv

ce), earned these wages: Engineers (road), \$1,455 to \$3,983 (vard), \$1.156 to \$2.424 Conductors (road), \$1,853 to \$2,696

Firemen (road), \$640 to \$1,652; (yard), \$406 to \$1,802. (yard), \$1,055 to \$1,749. (road), \$755 to \$1,854 Brakemen (road), (yard), \$754 to \$1,405.

For the whole country the averag wages of three-quarters of the employ-

ors

The railroads have considered every nan whose name appears on the Janu ary and December payrolls as an em ove for a year, no matter how little months. It is pointed out by the man agers that these averages are, in consequence, an understatement of the arning power of these employes. An Appeal to the Public.

The National Conference Committee n making these wage figures public

"Do you believe in arbitration or industrial warfare? "The train employes on all the

railroads are voting whether they will give their leaders authority to tie up the commerce of the coun-try to enforce their demands for a \$100,000,000 wage increase. "The railroads are in the public

service—your service. This army of employees is in the public service

your service.

"You pay for rail transportation \$3,000,000,000 a year, and 44 cents out of every dollar from you goes to the employes.

to the employes.

"A \$100,000,000 wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in

sil freight rates.
"The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you with out a clear mandate from a public "The railroads have proposed the settlement of this controversy either

under the existing national arbitration law, or by reference to the Interstate Commerce Commission This offer has been refused by the employes' representatives.

"Shall a nation wide strike or an

determine this issue?"

TRAINMEN'S HIGH WAGES. When I note from the reports

When I note from the reports made to the Interstate Commerce Commission that these men receive average yearly wages 50 per cent higher than those of all other railway employes, and practically double those of the average American wage-worker, it occurs to me that they at least have less cause for complaint than most others. When I consider that the average locomotive engineer has an income of over \$2,000 a year, and that most of the a year, and that most of the engineers who have been long in service make from \$2,000 to \$3,000 a year, and when I compare their hours, labor and responsibilities with those of the average small merchant, farmer or doctor, whose income is far less, it seems that in all fairness they are well paid.—John V. Farwell, Chicago Merchant.

GOVERNMENT SHOULD REGULATE WAGES.

If a set of conditions have arisen which oblige the govern-ment to regulate rates, then it is equally obliged, on the basis of economic analysis, to regulate wages accordingly. Having takwages accordingly. Having taken one step, it must take the other. The logic of events is forcing this dilemma on the government. It is the public which sooner or later must pay for the increased expenses of transportation.—Professor J. Laurence Laughlin, University of Chicago

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Promotes Digestion Cheering ness and Rest Contains neither Option Meanthre and Marie

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35 Doses - 35 Cents

CONVICTS AS ROAD BUILDERS.

Warden Zimmer Reports Work of Illi-nois Men Excellent.

Fifty prisoners are working in and round the new epileptic colony in Illi-ois this spring in grading and road

nilding. Warden Zimmer of the state peniten

tlary in a recent letter to the national

committee on prisons reports great success in convict road work in Illinois. The laws of that state require that townships desiring to secure the services of convicts for road work must make application and enter into a contract with the institution. No work

tract with the institution. No work

can be done until such request has

the camp.

The national committee on priso

grees with Warden Zimmer that too nuch stress cannot be laid upon the election of the men and the choice of

officers. The committee has brought before the Society For Highway Engi-

neering the opportunity for the road engineer in convict road work and the need that engineers be specially trained for this work. Upon the men in charge

THE HORSE WILL DISAPPEAR.

This is Prediction by Kansas State

Highway Engineer.
That within ten years the horse will

ractically disappear from the public

driven by steam, and it really looks as

though old Dobbin will soon have to stay home on the farm with the cows. "These new methods of transports-

tion require new and adequate system

of highway construction and mainte-nance," says Mr. Gearhart. "The sys-tem of earth roads which the counties and townships of Kansas built up and

were maintaining during the last six

"Until recently many Kansans had begun to believe properly graded and constantly dragged earth roads would

ging the roads while they are

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sibility, but to the right man si

Gearhart, state highway engine

NOT NARCOTIC.

Recipe of Old.Dr.

Transportation Tie up Would Paralyze Business.

FARMERS TO FACE DANGER

ould Not Market Crops and Losses Would Run Into Hundreds of Mil-lions — With Factories Unable to Operate Wage-earners Would Suffer

From the viewpoint of the public it is an intolerable situation when any group of men, whether employes or employers, whether large or small, have the power to decide that a great section of country • • •, shall undergo great loss of life, unspeakable suffering and loss of proposite beautiful the country of decided the suffering and loss of proposite beautiful the suffering and loss of p erty beyond the power of de tion, through the stoppage of a however, is the situation which confronts us as a nation.—From the Report of the Eastern Engineers' Arbitration Board (1912) signed by Charles R. Van Hise, Oscar Straus, Frederick N. Judson, Albert Shaw, Otto N. Eld-litz and Daniel Willard.

As a result of the demands for mor vages which the train service employe of the railroads have been pressing upon the transportation lines, the country is face to face with the possibility of the createst strike and the most industrial catastrophe in its history The engineers, conductors, firemen and brakemen on practically all the rail a have voted to place their entire interests in charge of a few leaders within their organizations, and a strike if they wish to do so.

What such a strike would mean to the American people cannot be se forth in more facts and figures. It car be dimly imagined by those who real tze what an intimate and vital par transportation plays in every industria activity of the country.

There is scarcely a person in any nediately affected if the millions of usily turning wheels on our nearly three hundred thousand miles of railwere to stop for a single day. If the tie-up continued for a week, the blow to the industry of the country would be greater than that caused by any panic of recent history. To the big cities of the country, and particularly to the cities of the eastern sea mry to the crites of the eastern sea-board, it would mean a cutting off of food supplies that would place the in-habitants virtually in a state of siege. In the case of many food products these cities do not carry on hand a stock sufficient to feed their people for

stock summent to feed their people for more than a week, and in the case of some, such as milk and fresh vege-tables, supplies are replenished daily. The stoppage of transportation there-fore, would mean suffering and want to these city dwellers, and if continued for long would threaten many of them with actual starvation.

Vast Loss to Farmers.

To the farmers of the country a general railroad strike would be a catastrophe, only less serious. Cut off from his market, the farmer could not move his produce, and the price of grain and other staples would be quickly cut in two, while the market value of more perishable articles would disappear en persimine articles would make it ex-tremely difficult to harvest crops in many sections. It would make the dis-posal of the -trops impossible, and would inflict losses amounting to hun-dreds of millions of dollars upon the farmers of the country.

dreds of millions or the farmers of the country. country would soon be forced to close down following the declaration of a strike because they could not obtain supplies needed for their operation, nor could they ship their finished products o market. Their plants would soon be idle, and millions of men would be

with the income of practically every class of citizens either seriously cut down or suspended entire years was probably the best and on the largest scale the world had ever chants would transact little, because there would be few purchasers. In short, the industrial activities of the whole country would be virtually palsied from the moment ing the past year have given them the appearance now of European battle-fields. the railroads ceased to operate. The injury to the railway companies and to the striking employes would be enormous, but it would be infinitesimal compared with the staggering loss that would fall upon the general public.

constantly dragged earth roads would answer every purpose. However, it is now clearly evident that if the main roads, those highways radiating out from the market centers and connecting the cities, constituting about 10 to 15 per cent of the total road mileage, are to be maintained in the eastern third of the state as 365 day highways which will carry modern traffic at all seasons it will be necessary to surface them with more permanent material than puddled earth secured by dragging the roads while they are wet." Thrown by Mule, Boy Dies.

As the result of being thrown from a mule, Arthur Martin, thirteen years old, son of Mr. and Mrs. John Martin, of Philadelphia, died. Young Martin was visiting his grandfather, Eli Mc-Lean, at Edgemont, near Hagerstown, Md., and was taking the animal to Smithburg to have it shod when the accident occurred.

Train Beheads Child. Elizabeth Giberson, daughter of Harry Giberson, of Manahawken, was instantly killed as she stepped in front of a train at Barnegat, N. J. The child's head was severed, falling in the middle of the tracks, and the body went soaring several feet in the ai Brick Machine For Sale.

The undersigned has a J. C. Steele & Sons Brick Machine for sale. Along with it are two trucks and other parts necessary in handling brick. It is housed and in good

The purchaser will get a bargain
For terms apply to J. W. MENEFEE
or J. D. Kernodle. 1aplt

Mule's Kick to Kill Old Man. George Clarkson, seventy years old, employed by Rev. S. R. Landis, near Elizabethtown, Pa., is probably in a dying condition from be by a harrow mule. Both jaws wer

nall Store-house For Rent. Well located close to the best trade in Graham. Price reasonable and building ready for occupancy J. M. McCRACKEN, Graham, N. C. GLEANER office. Graham, N. C. Are You a Woman?

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The success of the work, Warden Zimmer states, depends upon the selec-tion of the men for the work. Five FOR SALE AT ALL DRUGGISTS camps have already been worked in Illinois and all carried out without friction or trouble of any sort. The warden also emphasizes the importance of selecting officers for the camp who are capable of supervising such a camp and having charge of the prisoners in

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Very Serious

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THEDFORD'S and business is the prediction by W. S. BLACK-DRAUGHT horse, he holds, cannot compete with either the auto or the motor truck any more than the old freighter with his ox team could with the iron horse Liver Medicine

The reputation of this old, reli-The reputation of this old, reliable medicine, for constipation, indigestion and liver trouble, is firmly established. It does not imitate other medicines. It is better than others, or it would not be the favorite liver powder, with s larger sale that, all others combines. SOLD IN TOWN F2



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the failure of transportation

HIRES COUNTY PRISONERS Delaware Contractor Geta Labor From County Workhouse.

A four-mile stretch of the Philadel phia Turnpike at Claymont has just been rebuilt by Walter S. French, of Wilmington, Del., who, because of the scarcity of labor applied to the trustees of the New Castle county workhouse and obtained fifteen priso

prison and the scene of operations in an automobile truck. The contractor paid the trustees \$1 a day for the use of each man. Each prisoner was given his dinner and a small recompense for his serv-

ices each day. The contractor paid the expense of hauling them to and from the workhouse. SOLDIERS LOST P. O. JOBS

180 Dropped From Rolls by Postmaster Burleson. One hundred and thirty employes o

the Chicago postoffice, who are on the Mexican border with the national guard, were drepped from the rolls by Postmaster Campbell. This action was taken in compliance with an order received from the post master general at Washington, that

Subscribe for THE GLEANER-

\$1.00 a year in advance.

223

FIRST FLOOR PLAN. SECOND FLOOR PLAN. all employes at the front should be dropped.

Postmaster Campbell said the mendropped might be reinstated in their former positions as soon as they are honorably discharged from the army.

This pian has the colonial exterior and interior arrangement. It was designed for a corner lot, with entrances to the dining room and also living room at the front. The living room connects with the library, which can be used as a music room or a drawing room. One front chamber has dressing room, with toilet and lavatory. Size, 38 feet wide by 32 feet deep over main part. Full basement. Cost to build, exclusive of heating and plumbing, \$8,500.

PERSPECTIVE VIEW-FROM A PHOTOGRAPH.

Upon receipt of \$1 the publisher of this paper will furnish a copy of Saxton's book of plans, "American Dwellings," which contains over 800 designs costing from \$1,000 to \$6,000; also a book of interiors, \$1 per copy,

CASTORIA For Infants and Children In Use For Over 30 Years Always bears the Always bears the Bignature of Chaf H. Ilitakirs