GRAHAM, N. C., THURSDAY, MAY 13, 1915

SECOND ATTEMPT TO FORCE THE STRAITS

TURKS OFFERED STUBBORN RE SISTANCE BUT TROOPS WERE LANDED.

HEAVY LOSSES REPORTED

Some Sensational Happenings.—Turkish Troop Ship is Sunk and Big Warship Set on Fire.

London.—After serious fighting in which the Turks offered a stubborn resistance, British troops, according to an official statement issued have established themselves on the Galli-poli Peninsula and advanced a considerable distance toward the Narrows of the Dardanelles, while the French have cleared Cape Kum Kaleh on the Asiatic side of the Straits,

Thus, it may be said, that the second and most serious attempt to force-the Dardanelles has been fairly launched. The Turks under German officers placed every obstacle in the fire of the Allied fleet and the gallantry of the army they were forced to fall back. The Br'tish forces lost

heavily in the operation. Six points were selected for the landings, which began at daylight of April 25. At five points they were successful immediately but at the sixth near Seddul Bahr the troops were unable to advance until the evening. The Australians and New Zealanders landed on the west coast of the Gallipoli Peninsula, directly across the country from the strongly fortified Narrows. The other British troops disembarked at the extreme end of the peninsula and by the twenty-eighth when it was decided to give the men a rest and time to en-able the positions to be consolidated, they had reached Krithia, on the d which runs along the peninsula l over which they will join their comrades from the dominions.

The French took possession of Cape Kum Kaleh after they had previously attacked toward Yeni Shehr to the south on the Asia-Minor coast.

While this was proceeding the fleet, besides covering the landing of the troops kept up a bombardment of the forts in the Dardanelles and prevented reinforcements from reaching Turkey from the Sea of Marmora. One Turkish troop ship was sunk by the Queen Elizabeth which is believed again to have fired her big guns across the peninsula, directed by airrows, which later the battleship Triumph bombarded and set on fire.

FLETCHER PRESIDENT AGAIN.

Re-elected Head of Southern Con

merical Congress.

Muskogee, Okia.—Senator Duncan
U. Fletcher of Flor'da was re-elected president of the Southern Commercial Congress here by the board of direc-

Senator Fletcher had served three previous terms, Dr. Clarence J. Owen, Washington, was re-elected managing director; T. S. Southgate, Norfolk, Va., first vice president; Albert P. Bush, Jr., Mobile, Ala., second vice president and William H. Saunders, Washington, treasurer. Mrs. Louis G. Lindsley, Nashville, Tenn., was reelected president-general

women's auxiliary to the Congress.

Views regarding the effect of governmental influence upon business widely at variance with those express-York were voiced by Edwin F. Sweet, Assistant Secretary of Commerce, at the final session of the Congress.

PROFESSIONAL CARDS

JOHN J. HENDERSON

Aftorney-at-Law GRAHAM, N. C. Office over National Bank of Al

WARD & MOSER, GRAHAM, - - N.

Practice in State and Federal Courts.

J. S. COOK GRAHAM, - - - - N. C.

DR. WILL S. LONG, JR.

. . . DENTIST . . . Graham - - - - North Carolli

OFFICE IN SIMMONS BUILDING

ACOB A. LONG. LONG & LONG, GRAHAM, N. C

JOHN H. VERNON

Attorney and Counselor-at-Law PONES-Office 65J -- Residence 33 BURLINGTON, N. C.

All the People.

College begins May 23.

Shelby elected Col. J. C. Gardner

fish, Hoke county, were totally de stroyed by a severe hallstorm a few

Smithfield has the Red, White and Blue road color scheme idea through the town. Clayton and Durahm are now painting to the Wake county line

Gravitt and Lewis Shelton suffered pretty bad accident when their auto turned turtle near Quaker Gap

A terrible accident occurred seven or eight miles southwest of States-ville when Mrs. David Hartline, an aged lady, fell on a saw and was so badly injured that she died in a short

city limits, the population of Wilmington is now 32,473, according to figures compiled from the records of

Two persons killed and two stunned

Dr. Owens G. Kennan of New York son of Mrs. James G. Kenan and or three weeks ago on his way to Palm Beach, Fla., to New York to

The prospects for the lettuce see going on at a lively pace all over l Hanover county, with the result tha several refrigerator cars and several hundred baskets go forward daily. Prices are considerably higher on the Northern markets, ranging from \$1.3 to \$3 a basket, according to quality

able to get about thirty people out of the water. While we were thus engaged I noticed that the Lusitania Prices of Cotton Corn Oats Peas Butter, Eggs, Etc., on North Cal

Elmore—Cotton, 9c; corn. \$1 bu; oata 74c bu; peas, \$2 bu; sweet potatoes, \$1 bu; N. C. creamery butter, \$6c bi; eggs, Engyeteville—Cotton, \$4c; corn. 96-95c bu; oats, \$5c bu; peas, \$2 bu; sweet potatoes, \$1 bu; Western creamery butter, \$2c bi; N. C. creamery butter, \$2c bi; eggs, \$17-174c dox.

17-17-2 doz.

Greensboro-Cotton, 10c; corn, \$1 bu; onts, 70c bu; peas, \$2 bu; sweet potatoes, \$1.28 bu; Western creamery butter, \$25c lb; corn, \$1.26 bu; Western creamery butter, \$25c lb; eggs, 15c corn, \$1.05 bu; onts, 75c bu; peas, \$2 bu; sweet potatoes, \$1.26 bu; Western creamery butter, \$4c lb; N. C. creamery butter, 30c lb; eggs, 20c doz.

Hendersonville-Corn, \$9c bu; onts, 72c bu; so beans, \$2.25 bu; N. C. creamery butter, \$2c lb; eggs, 15c dos.

bu; soy beans, \$2.25 bu; peas, \$2.25 bu; N. C. creamery butter, \$25 bi; segs, 15c dos.

Minxton—Cotton, \$\frac{1}{2}\circ corn, \$1 bu; cats, 75c bu; soy beans, \$2 bu; peas, \$2.25 bu; sweet potatoes, \$5c bu; N. C. creamery butter, 15c bi; eggs, 56c dos.

Note: \$2.25 bu; soy beans, \$1.25 bu; peas, \$2.25 bu; sweet potatoes, \$5c dos.

\$2.30 bu; sweet potatoes, \$5c bu; eggs, \$1.20 dos.

\$3.18-20c dos WM. I. WARD IRA C. MOSER

Sick Headache.

Dr. J. J. Barcfoot

OFFICE OVER HADLEY'S STORE

Leave Messages at Alamance Pharmacy 'Phone 97 Residence 'Phone
382 Office Hours 2-4 p. m. and by

Appointment.

a badly weakened and debilitated condition of the stomach, when she began taking Chamberlain's Tablets. She says: "I found them pleasant to take, also mild and effective. In a few weeks' time 'I was restored to my former good health." For sale by all dealers.

a badly weakened and debilitated condition of the stomach, when she began taking Chamberlain's Tablets. She says: "I found them pleasant to take, also mild and effective. In a few weeks' time 'I was restored to my former good health." For sale by all dealers.

OVER THE OLD NORTH STATE CHARLES FROHMAN

Brief Notes Covering Happenings is

Several are reported killed in

Lincolnton by a large majority vot

A big wind and rain storm did con

Lightning destroyed a big barn and all contents, including two mules at

nayor over J. C. Smith by a majority

INK OF THE LUSITANIA.

Women and Children Plunged in Mass

as the Great Oceon Liner Heeled

Up and Sunk.

Cork—"From the day we sailed we complacently spoke of the possi-bilities of the German menace, but

no one believed it, for we scorned

traveling with A. L. Hopkins, a pas-

senger who is among the missing, and S. M. Knox of Philadelphia, who

on business. It was shortly after 2-

probably ten minutes past—and I was lingering in the dining saloon chatting with my friends, when the first

davits it fell suddenly. I think most of the occupants perished. Other boats were launched with the greatest difficulty.

"Swinging free from one of them as

it descended, I struck out, swimming strongly and steadily for a piece of

wreckage which I observed. On reaching it I found it was one of the

collapsible boats, but I had to rip the canvas with a knife before I could

get it open. Another passenger climb-

ed into it, and between us we were

other as they went until they wer

LATEST OFFICIAL ESTIMATE.

All Survivors Ashore,__1,198 Perish

submarine off the Irish coast is 1,198. It is believed that almost all, if not

nstown docks are the temporary

261 in the steerage.

efore he boarded the Lusitania

The letter, now in the hands of Mr. Edwards, was one of the last things that Mr. Hubbard ever penned. He wrote Mr. Edwards about his plans

for getting interesting inside news and views of the great war at first hand.

For a Torpid Liver.

by lightning at the Travis-Hooker farm, one mile from Farmville. Those killed were Mr. W. K. Wainwright, age 74, and Mrs. Dave Brock, aged those injured are John Blandford and

explosion occurred. We knew at once what had happened. "Shortly the ship listed perceptibly. shouted to the others to close the ports. Some of us went to our births and put on lifebelts. brother of Graham Kennan of Wil-mington, was pasengers on Lusitania. Doctor Kenan was in Wilmington two "On making our way to the deck we were informed that there was no danger and we need not be alarmed, but the ship was gradually sinking deeper into the water and efforts were made to launch the boats. "Fifty or more people entered the first boat, and as it swung from the

NORTH CAROLINA MARKET.

Week.

Ahoskte—Cotton. 9½c; corn, 55c-\$1 bu; cots, 70c bu; soy beans, \$2 bu; peas, \$2 bu; sweet potatoes, 75c-\$1 bu; Western creamiery butter, \$3c bi; eggs, \$15 dos Alrile—Cotton, 9 3-8c; corn, \$95-\$1 bu; cots, 75c bu; soy beans, \$2.25 bu; Western creamiery butter, \$28 ble, N. C. creamiery Charlotts—Cotton, 10c; corn, \$6c bu; cots, 76c bu; soy beans, \$1.75 bu; peas, \$1.75 bu; sweet potatoes, \$1.50 bu; Western creamery butter, \$3c bi; eggs, \$18c dos. Durham—Cotton, \$4c; corn, \$8c\$ bu; cots, \$6c bu; cots, \$2.25 bu; sweet potatoes, \$1 bu; Western creamiery butter, \$3c bi; eggs, \$18c dos. Durham—Cotton, \$3c; corn, \$8c\$ bu; cots, \$6c bu; cots, \$2.25 bu; sweet potatoes, \$1 bu; Western creamiery butter, \$8c bu; eggs, \$12c dos. \$1 bu; Western creamiery butter, \$8c bu; cots, \$1 bu; c Week.

dos. boro—Cotton, 10c; corn, \$1 bu; bu; peas, \$2 bu; sweet potatoes, Western creamery butter, 32½c creamery butter, 32c lb; eggs,

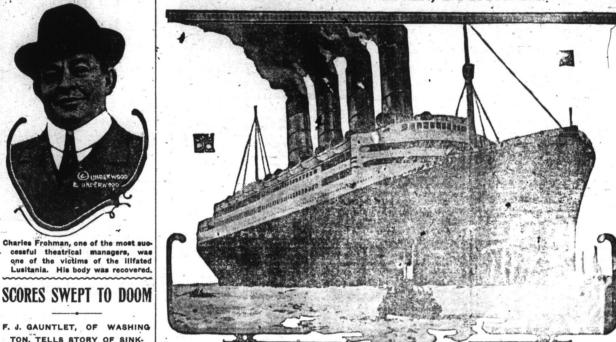
all, the survivors, have been brought ashore and there is little hope of re covering any other passengers alive.

Of the dead many are women cribe the bringing in of the bodies of a great number of women, many of them still unidentified. The resting places also of the bodies of several children. One dead mother still is clasping in her rigid arms the body of her three-months-old baby. When the Lusitania left New York May 1, she had on board 1,901 souls:

He Ib; N. C. creamery Dutter, segs, 18-29c dos.
Norfolk, Va.—Cotton, 9.81-8.78c.
Norfolk, Va.—Cotton, 9.81-8.78c.
Chicago—No. 2 white corn 79%-774c
(delivered in Raleigh 344-92c); No. 2 yellow corn 73%-774c (delivered in Raleigh 344-92c); butter, 22-32c (creamerr); segs, 18/4-92c); butter, 22-32c (creamerr); segs, 18/4-19/4c (first), New York—Butter, 30-31c (extra); aggs, 22/4-23/4 (extra).
New Orleans—Butter, 32-32/4c; eggs,

"I have used Chamberlain's Tab-lets off and on for past six years whenever my liver showed signs of being in a disordered condition. They have always acted quickly and gave the desired relief," writes Mrs. F. H. Trubus, Springville, N. Y. For sale by all dealers, adv. Mrs. A. L. Luckie Bast Rocheste

THE CUNARD LINER, LUSITANIA



The great steamer Lusitania was one of the largest and speedlest trans-Atiantic liners. She was built in Glasgow, launched July 7, 1906, and started on her maiden trip September 7, 1907. The Lusitania was 785 feet long, gross toninage 32,500, net toninage 9,145, and had accommodation for 552 first-class passengers, 500 second class passengers and 1,300 third-class. Her captain was W. T. Turner.

suction as the liner was engulfed

"The first torpedo burst with a big thud, and we knew that we were

"We had floated about two hours

GERMANY DEFENDS DEED.

Blame to Owners.

Berlin, via Wireless to London.

The following official communication

in Washington even went so far as to make a public warning, so as to draw attentions to this danger. The Eng-

No News of Vanderbilt.

cable to the State Department: "Please assume that persons not

man nor of their bodies."

"The Cunard liner Lusitania was

dragged many down.

a signal of distress.

ed us."

TWELVE HUNDRED LIVES LOST, LUSITANIA, GREAT OCEAN LINER VICTIM OF GERMAN SUBMARINE

Two Torpedoes Strike Vessel Sending Her To Bottom In Fifteen Minutes

STORIES OF SURVIVORS

About 120 Americans Are Lost.-Many Victims Are Women, Bodies Brought to Land.

London.—The Cunard liner, Lusi-tana, which sailed out of New York with more than 2,000 persons aboard, lies at the bottom of the ocean off the Irish coast. She was sunk by a German submarine, which sent two torpedoes crashing into her side while

The Lusitania was steaming along but the people did not want to put about 10 miles off Old Head Kinsale on the last leg of her voyage to Liverpool when about 2 o'clock in the afternoon a submarine suddenly account: appeared and so far as all reports
go, fired two torpedoes without warning at the steamer. One struck her
near the bows and the other in the
wreckage, were all at luncheon. The

ongine room.

The powerful agents of destruction calm. We were going at about 16 tore through the vessels side, causing terriffic explosions. Almost imwas gradually sinking.
"Women and children, under the
protection of men, had clustered in

line on the port side, and as the ship made her plunge, down a little by the head and heeling at an angle of nearly 90 degres, this little army slid down toward the starboard side, Boats which were already swung out on the davits were dropped overboard and were speedily filled with torpedo struck.

"It was a terrible sight, but the passengers who had been appalled by the desperate attack. A wireless call passengers were surprisingly cool. We did not get a moment's notice which were regarded as a distinct departure. It appeared suddashing themselves against each engulfed."

Mr. Gauntlett said that he heard only one explosion, and the whole tragedy was over in twenty minutes.

ed When Liner Went Down.
The latest estimate of lives lost as a result of the torpedoing of the Cunard liner Lusitania by a German When the passengers realized that the great ship sank like, a stone. the Lusitania was doomed they found that most of the boats of the port side were so jammed because of the great list of the vessel that they could not be lowered and last seen sengers who had secured places in the starboard boats or who had jumped overboard and had been picked up, they were lined on the sloping decks awaiting their fate, doubtless even then believing that with land so

close they would still be saved. However, the torpedoes had torn steamers, but, as is well known here, such gaping holes in the liner that she had large quantities of war mashe did not remain affoat for more terial in her cargo. than 20 minutes, and the calls for help which the wireless sent out, al. what danger the pasengers were exthough answered quickly, could not posed. They alone bear all the re-bring the rescuing steamers in time sponsibility for what has happende. though answered quickly, could not possed. They alone bear all the responsibility for what has happende.

"Germany, on her part, left nothing undone to repeatedly and strongly

1,251 passengers and 650 crew. The passengers were made up of 291 in the first cabin, 599 in the second and first cabin survivor of the Lusitania, warn them. The imperial ambassado first cabin survivor of the Lusitania, warn them. The imperial ambassador in Washington even went so far as to make a public warning, so as to draw attentions to this danger. The English newspapers sneered then at the warning and relied on the protection of the British fleet to safegard Attented to reach these we could Hubbard Foresaw Danger. Cincinnati, Ohio.—"I may meet with a mine or a submarine over there, or a may note irrenally converse with a stray bullet in the trenches." Thus wrote Elbert Hubbard to his friend, E. W. Edwards of this city, shortly started to rescue those we could

"The German submarine made no for a moment just before it dove.
"The first torpedo struck us betwen the first and second funnels. Histed as either survivors or identified The Lusitania shook and settled down a bit. Two other torpedoes quickly ly dead. No news of Vanderbilt, followed and soon finished our ship. Stone, Shields, Myers, Hubbard, For-

To Cure a Cold inOne Day.

Four or five of our lifeboats went

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box.

Even after peace is declared, the reading public will have a long traffic is that it has been the direct cause of war fiction t o go through.

About the only favorable thing that is now being said of the liquor traffic is that it has been the direct cause of some exceedingly fine temperance oratory.

PRESIDENT CALMLY CONSID ERING QUESTION

Washington-After a conference with the president at the White House, Secretary Tumulty said:

"Of course the president feels the distress and the gravity of the situation to the utmost, and is considering very earnestly, but very calmly, the right course of action ple of the country wish and expect tim to act with deliberation as well as with firmness."

FACTS ABOUT THE LUSITANIA

in our small boat before the first res-cue steamers arrived. Previous to this time some small shore boats and Every Thing About the Great Ocean New York.-The Lusitania is the fishing smacks came along and helptwenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone about the The Rev. H. W. Simpson, a passen ger in the second cabin, saved him-self by clinging to an upturned boat. British Isles.

Most of these vessels were torpe-loed by German submarines, although "After a struggle we filled this boat with all we could rescue." Dr. Simp-son said today. "We tied a pair of trousers to an oar and hoisted it as in some cases it has not been estab lished whether the damage was in-flicted by mines or underwater boats. During the last fortnight German "A big trawler came along and took us aboard. submarines have carried on the most active campaign of any time since the

saloon. Lifebelts were handed around The Lusitania was one of the large them on and they rushed off to the deck just as they were."

A cabin steward gave the following est trans-Atlantic liners and was one of the speediest. She was built in Glasgow in 1906 and was 785 feet long. Her gross tonnage was 32,500 and her net tonnage 9.145. She was owned by the Cunard Steamship Company, Ltd., of Liverpool. Her captain was W. T. Turner.

The Lusitanic was a product of the race for speed which was carried on for years among trans-Atlantic steaming terriffic explosions. Almost imsundadately great volumes of water poured through the openings and the Lusitania listed.

Boats which were already swung gigantic ship. The Lusitania disappears the possible of the possible of the maritime world. Her mastery of the sea from the standpoint of the possible of the maritime world. Her mastery of the sea from the standpoint of the possible of the maritime world.

y rescue boats of all kinds were sent from the submarine. It appeared sud-parture. Instead of the usual type of ly rescue boats of all kinds were sent both from the neighboring points along the coast and Queenstown.

Within 15 minutes, as one survivor

Within 15 minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared.

seen again. It did not attempt to an hour, the Lusitania had disappeared.

seen again. It did not attempt to them to drown like rats in a trap when peller. 70,000, driving four shafts, each of

June 7, 1906, at Clyde Bank, was attended with elaborate ceremonials. Points to Warning and Seeks to Shift

Blame to Owners

Blame to Owners ed as a race for the world's record German steamship companies said her time of five days, 54 minutes, was not in reality a record. Later she made an undisputed record of four days, 11 hours, 42 minutes, but

torpedoed by a German submarine and sunk. The Lusitania was not enly armed with guns, as were re-cently most of the English mercantile that subsequently was beaten by the Mauretania. In January of last year the Luststeamers, but, as is well known here. tania rescued the crew of the little Canadian brigatine Mayflower which Every thing about the Lusitania was of colossal dimension. Her rudder weighed 65 tons. She carried three anchors of 10 tons each. The main frames and beems placed end to end,

would extend 20 miles.
Charles P, Sumer, general agent of the Cunard line in New York, issued a statement just before the Lusitania left New York the latter.

"The second cabin was a veritable line and cabin was a veritable line was a veritable line was a veritable line was a veritable." sued a statement just before the Lusitania left New York the last time saying her voyage would not be at-tended by any risk whatever, as the liner had a speed of 25 1-2 knots and was provided with unusual waterwas provided with unusual water, tight bulkheads. Marine men said that in their opinion the Lusitania could sight. The Lusitania keeled so sud-Washington. — American Consul in their Frost at Cork sent the following not be

> Tokio.-The Japanese Government announced that the naval and military

This preparation is intended especially for rheumatism, lame back, sprains and like allments. It is a favorite with people who are acquainted with its splendid qualities. Mrs. Charles Tanner, Wabash, Ind., says of it, "I. have found Chamberlain's Liniment the best thing for lame back and sprains I have ever used. It works like a charm and relieves pain and soreness. It has been used by others of my family as well as myself for upwards of twenty years, 25 and 50-cent bottles. For sale by all dealers.

TOLL AMONG FIRST **CLASS PASSENGERS**

LARGE PROPORTION OF CREW SAVED BUT NO LACK OF DIS-CIPLINE WAS EVIDENCED.

14-YEAR OLD GIRL HEROINE

Stories of Heroic Work of Rescue ng the Passengers of the lil-fated Ocean Liner.

Queenstown.—In striking contrast to most historic sea disasters, the rate of mortality among first class passen-gers of the Lusiatania seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water. The captain of a twaler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when re-proached for not staying longer on the chance of picking up more survivors,

said:
"There were many left in the water, but they were dead and many were so mangled I thought it better to bring ashore my boat load of suffering wo men, as they could not have stood much more."

These women presented pitiful sight as they wandered aimlessly about, searching without hope for loved ones who must have gone down with the ship.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship, began to arrive here to search for the missing, but the small roll of sur-vivors meant heart-breaking disap-pointment for most of them. The brief time elapsing between the torpedoing and sinking of the Lusi

tania was long enough to develop a heroine in the person of Mrs. Kath-leen Kaye, 14 years old, returning from New York where she had been visiting relatives. With smiling words When all were in she climbed aboard the lifeboat as coolly as an able seaman. One sailor fainted at his oar and the girl took his place.

None among the survivors béars as little sign of her terrible experiences as Miss Kaye.

The dragging of the lifeboats was explained by passengers and mem bers of the crew by the statement that the second torpedo sevred sev-eral steam pipes from the engines. The Lusitania had been sent full speed ahead when the first torpedo

was seen and it was impossible to stop the headway by reversing the engines when the necessity for lowering the boats was realized. The most remarkable escape was that of R. J. Timmis of Gainesville, Texas, who was returning to England for his yearly visit accompanied by his chum R. T. Moodie, also of Gaines-ville. Both men gave their life-belts to steerage women just as the Lust. tania sank. Timmis, who is a strong swimmer, remained in the water, clining to various objects, for nearly three hours. Then he was taken into a boat which he still had the strength

to assist in rowing. The boat began picking up from the half-unconscious steerage woman to whom Timmis had given his life-belt. Moodle sank when the ship went un-der, and although he was a good swimmer, he was not seen again. Moodle was all ready to jump when Timmis, who had previously given his

"There is a steerage woman here with a six-months-old baby." Moodie promptly stripped off his left-belt, but it seems both he and the

a survivor, said there was no reaso to fear any danger after the first ex plosion, as it was believed the vessel would be headed for Queenstown and beached if necessary. Just then, said Doctor Houghton, the liner again was struck, evidently in a more vital spot, for it began to settle rapidly.

Orders then came from the bridge

to lower all boats. Women becam panic-stricken. People were rushed into the boats, some of which were launched successfully, others not so successfully.

G. D. Lane, a youthful but cool York, was in a lifeboat which capsized. "I was on the 'B' deck" said, "when I saw the wake

nursery. Many youngsters must have drowned, but I saw one boat get away filled with women and children. When the water reached the deck I saw an denly our boat was swamped but we

righted her again.

We witnessed the most horrible scene of human futility it is possible to imagine. When the Lusitania had turned almost over she suddenly plunged bow foremost into the water, eaving her stern high in the air.

English Spavin Linimnet re-

TO KEEP DOWN INSECT PESTS

NO. 13

Bird Houses in Field and Garden Are

Before erecting bird houses to attract the feathered songsters without whose presence successful gardening is impossible, one should first deter-mine the kind of birds to which his premises are adapted. The question usually next arising is as to the number of birds that can be accommodated. Unless grounds are large, it is generally useless to expect as tenants more than a pair of each spect as except martins. However, the singlelar intolerance shown by most during the breeding season to others of their kind does not operate so-tween those of different species. A dozen different kinds of birds will pursue their several modes of hunting and raise their families on the same ot, but rarely two of the same sort. are social. The fact that there is a



Food Shelter-No. 10, Side View of Food Shelter. No. 11, Food Shelter Set on Top of Post. No. 12, Food Shelter Interior, Showing Suet Bas-kets.

limit to the possible bird population on any given tract must be taken into consideration. When the prob-able tenants have been decided upon, the selection of sites is in order, for the site often decides the style of house that is to occupy it. In the final placing of bird houses, care should be taken to have them face away from the winds prevailing in stormy weather. The strongly developed homing

where they first saw the light, and the identical pairs which nest in the houses provided for them one year will often return the next season to enjoy the same bounty and protection.

The illustration shows one of the

best ideas for building bird shell England Must Pay Losses. Washington.—Senator Hoke Smith, after a call at the state department, declared that unless the cotton ships from the United States now held in English ports were allowed to proceed on their neutral destinations Great Britain "would be forced to pay very

eavy damages. Wilson Will Stay in Washington Washington. — President Wilson plans not to establish an office at the ummer White House at Cornish. H., but to spend most of his time washington. He will make severabrief trips to Cornish to visit his fam fly and short cruises on the yach House that these plans were made not because the president looks on the European or Mexican situations as specially critical, but because the thinks it his duty to remain in Washington as much as possible.

Abitration Award Signed. Chicago, -- An arbitration award a vancing to some extent the pay of 6% 000 locomotive engineers, firemen and hostlers on 98 Western railroads was signed here by officials. A dissenting opinion was filed on behalf of the Brotherhood of Enginemen, in which the arbitration was branded as a fairure and the Newlands law under which it was arranged, an inadequate ervice for settlement of industrial dis-putes. The award, effective May it-and binding for one year only.

President Yuan Has Not Reached Decision Regarding Them.
Peking.—With the new draft of the
Japanese demands on China interest is
aroused in the nature of the modification of the modification Japan made in the original document have examined the demands as amend-

ed, but no decision has been rached

and they are likely to be the subject for further discussions. Group one and group four of the original demands

have not been altered from the form

to which the Chinese Gove relates to refusing a third Power, island, port or harbor along the Ch

Storstad Responsible For Collission.
Montreal.—The Admiralty Court in decision held the collier Storstad sponsible for the collision with liner Empress of Ireland in the Lawrence May 29, 1914, which c approximately 1,000 lives in the sink-ing of the liner with nearly all aboard. No blame whatever was attached to the captain or crew of the liner, the

Relief in Six Hours

of are acted qualiper. Walve found the best of the bes