

RELIEF WORK IN BELGIUM

From an Address Delivered in New York by Lindon W. Bates, Vice-Chairman of the Commission For Relief in Belgium.

It was the third week of October. A hurricane of fire had swept an heroic land. To the East a wall of steel which none could pierce. West the molten front of craters, which none could pass. North the sea which none could gain. South the mountains whence came the endless legions of the victims. Thus had fallen six and a half million embodied souls. By the impudent and strident will of our American Minister seconded by the envoys of Spain and Italy and by the grace of saving goodness those who were about to die were enabled to send out salutations and appeal; appeal not for charity, not to professed philanthropy but an appeal to the love of all the world, the outpourings now freight the seven seas. The neutral Ministers standing to the right of Brussels addressed the Mission of the Appeal to the Americas. Spanish and Italian Ambassadors in London who rallied to their group, the American Ambassadors to Germany and France, our Minister to Holland and the consuls of all their nations in the zone of imminent disaster.

Thus it began. Then with bewildering quickness even the diplomatic, the naval and military agreements, the conventions, political and unpolitical, between the belligerent nations. These nations are the charter of that creation like unto another that ever was. The Commission for Relief in Belgium.

Dealing With Cancer.

All the ships go to Rotterdam. An army of stevedores discharges them into another fleet of hundreds of small boats. The barges go through the canal to work at Belgium, each loaded by the day.

In Belgium our last army trucks bring valiant distributors, many of them young Americans.

Most are young college men, the Photo-Scholarship group spreading far and wide.

The Commission from America has to date handled or arranged for a total of 282,000 tons of food already transported or to be carried in 48 ships. To date there have been unloaded at Rotterdam 27,000 tons from United States ports. There are six steamers in transit carrying 40,450 tons more. The Commission has three steamers representing 21,900 tons, now being loaded in various ports. It has eleven ships in transit to America carrying 16,000 tons on cargo. It has eleven ships of 40,000 tons each for early loading. One Canadian vessel has sent food and clothing to the value of \$1,740,000 in 5 ships and on shipments in lines.

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What It Costs.

The Commission is fully funded and over days and weeks with the help of the American Red Cross and the Belgian Red Cross and a half million dollars, \$500,000, and 1600 tons of the necessary supplies, the shipping armada, the protection of those countries - is the study of expenditure of thirty years. Their task was to pull the means of a thousand leagues across the ocean, to lay their towers and treasures of gold, we were instructed, to the safety of our people, and to do all that could be done to save the ships and the sailors. Despite repeated efforts to do so, one man in a boat, sent under supervision of the navy, commission draws from the sea, the ocean, the world. But the days are gone when the world did not know what could be done to save the ships and the sailors. The ships, their crews, their supplies, their means, all the means of the nations, are here to help themselves, and seriously to help their fellow men in the cause already mentioned. This is not only patriotic, but patriotic. This is not only patriotic, but patriotic, and the greatest and the fairest of all the donations.

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Help Believers First.

It is natural that the appeal for funds should meet the readiest response. The sum and young enthusiasm have by far the best provision.

At the very first, the Commission gathered to a large number of clergymen in the pulpits which will be passed on to you all as the records of the faithful in families in the states.

Each state sends a card on which is stamped the record of giving received.

You will note that two of the successive spaces are blank. This indicates that for two distributions the Commission was not able to give out, and they went without any what-

ever of these cards show other blank spaces. You can judge of the abundant resources and how faithfully the cause is carried on.

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The Only Medium.

The Commission is absolutely the only medium through which food can go into Belgium. An organization of working independently was informed by the German military authorities that the Commission was often permitted for the purpose and that they would moreover guarantee the entire consumption up to the German Army of all stores brought in by others.

The Commission's work is under the eye of all receipts and expenditures as likewise the distribution system in Belgium. It comprises fifty-five members and has offices in London, New York, Rotterdam, Brussels, Antwerp and other Belgian cities.

The Commission has diplomatic relations with seven governments. Those aside to other countries that of waging censorship over its correspondence. Its transactions and diplomacy, its accounts and doings are open to the entire world. In America it is organized by states. Most of its committees have been appointed by the governors in several of the states. The governor is Acting Chairman. Each state is autonomous, collecting food and clothes, and money to buy food the money being mostly expended within the communities contributing. The transportation fund enables it to have every contributed cent converted into food. The great shippments that have sailed in the names of many states have been detailed in the press. They are not claimed, however. But all that America has donated 75,000 tons, including the "Foundations gift," would not have fed the Belgians one single month.

The Woman's Section.

The Woman's Section was created upon request of the Ambassadors and collective Commission. It planned to benefit the great organizations of women. Between November 10th and December 10th it has secured the cooperation of presidents of organizations, international, national and state, representing over six millions of women. It has today twenty-one national organizations, a number never before in the world's history rallied

to such an extent.

There is no question but what "Mother's Friend" has a marked tendency to relieve the mind and this of itself in addition to the physical relief it gives it a wide popularity among women.

It is absolutely safe to use, renders the skin pliable, penetrating in its nature and is composed of those emollients best suited to thoroughly lubricate the nerves, muscles, tendons and ligaments involved.

You can obtain "Mother's Friend" at almost any drug store.

It is prepared only by Bradford Roger's Laboratories, 401 Laura St., Atlanta, Ga.

This brings to many minds an old and tried family remedy - an external application known as "Mother's Friend." During the period of expectancy it is applied to the abdominal muscles and is designed to soothe the intricate network of nerves involved. In this manner it has such a splendid influence as to justify its use in all cases of constipation. It has been generally recommended for years and years and those who have used it speak in highest praise of the immense relief it affords. Particularly do these knowing mothers speak of the absence of morning sickness, absence of strain on the ligaments and freedom from rheumatism, other diseases which are usually looked forward to with so much concern.

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SAYS THIS COUNTRY CANNOT TAKE SIDES

British M. P. Thinks That Would Mean Disaster.

London Oct. 20. Times

Philip Snowden, M. P. writing in the Daily Chronicle on his visit to America, and the opinions of Americans on the war, says:

"I write of American opinion—not opinion. American opinion on the war is divided into two camps. An overwhelming number of Americans are enthusiastically on the side of the Allies. Pro-German sympathizers are confined to persons of German birth and descent and to a small section of Irish revolutionaries, but the Americans who are on the side of the Allies are not pro-British. They do not sympathize with Great Britain in this war because of any affection for Great Britain, but because they believe that in this war Great Britain and her allies are in the right and are fighting for those principles of democratic liberty for which America stands in the abstract such profound admiration.

"The Constitution of America's population precludes the possibility of that country ever entering into foreign relations as 'pro' or 'anti' in regard to other nations. It would be impossible for the United States to take sides throughout its government, with any European nation involving opposition to other European nations. The American people are bound to their own country, to their own Civil War. That is the lesson to be drawn from the present state of American public opinion on the war.

"Though in large measure, particularly in regard to people of British descent in the United States, the trend of Americanistic immigrants has been successful, it has not been completely so. Two large races, the German and Spanish, still retain their original nationalism. These, the Irish and the Germans, fresh from their flight to England largely disappeared through the passing of the home rule bill. The war has united the German race in America and brought into prominence a section problem for American politics."

We who are of the Commission realize that we work reversely before an inveterate wall of lava. After shock, streams of lava from the volcano of Germanism sweep over the land.

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Clover and Grass Seeds

are best qualities obtainable, of high tested germination and purity.

WOOD'S DESCRIPTIVE CATALOG for 1915 gives the fullest information about Grasses and Clovers, best methods of preparation, seeding, etc., to secure good stands and good crops. Mailed on request.

Write for Catalog, and prices of any

Grass and Clover Seed, Seed Grain or Seed Potatoes required.

T.W. WOOD & SONS, SEEDSMEN, Richmond, Va.

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Schedule in Effect Mar. 18, '12

BUSINESS TO CHANGE WITHOUT NOTICE

This time table is for the time after rates and fares are changed, and shows to and from stations with other trains, and departure arrival times, at the time stated.

SOUTHBOUND

Leave	Arrive	Date except Sunday
Leave Durham	Arr. Philadelphia	8:20 pm. 1:30 am.
Leave Durham	Arr. Atlanta	8:47 pm. 1:45 am.
Leave Durham	Arr. Birmingham	8:50 pm. 1:50 am.
Leave Durham	Arr. Louisville	8:55 pm. 2:00 am.
Leave Durham	Arr. St. Louis	8:57 pm. 2:02 am.
Leave Durham	Arr. Memphis	8:58 pm. 2:03 am.
Leave Durham	Arr. New Orleans	8:59 pm. 2:04 am.
Leave Durham	Arr. Mobile	8:59 pm. 2:05 am.
Leave Durham	Arr. Pensacola	8:59 pm. 2:06 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:07 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:08 am.
Leave Durham	Arr. Miami	8:59 pm. 2:09 am.
Leave Durham	Arr. Fort Lauderdale	8:59 pm. 2:10 am.
Leave Durham	Arr. Key West	8:59 pm. 2:11 am.
Leave Durham	Arr. Miami	8:59 pm. 2:12 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:13 am.
Leave Durham	Arr. Naples	8:59 pm. 2:14 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:15 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:16 am.
Leave Durham	Arr. Miami	8:59 pm. 2:17 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:18 am.
Leave Durham	Arr. Naples	8:59 pm. 2:19 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:20 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:21 am.
Leave Durham	Arr. Miami	8:59 pm. 2:22 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:23 am.
Leave Durham	Arr. Naples	8:59 pm. 2:24 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:25 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:26 am.
Leave Durham	Arr. Miami	8:59 pm. 2:27 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:28 am.
Leave Durham	Arr. Naples	8:59 pm. 2:29 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:30 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:31 am.
Leave Durham	Arr. Miami	8:59 pm. 2:32 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:33 am.
Leave Durham	Arr. Naples	8:59 pm. 2:34 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:35 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:36 am.
Leave Durham	Arr. Miami	8:59 pm. 2:37 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:38 am.
Leave Durham	Arr. Naples	8:59 pm. 2:39 am.
Leave Durham	Arr. Tampa	8:59 pm. 2:40 am.
Leave Durham	Arr. Jacksonville	8:59 pm. 2:41 am.
Leave Durham	Arr. Miami	8:59 pm. 2:42 am.
Leave Durham	Arr. Fort Pierce	8:59 pm. 2:43 am.
Leave Durham	Arr. Naples	8:59 pm. 2:44 am.
Leave Durham	Arr. Tampa	8:59