

JAPANESE SUFFER MORE THAN EVER

Plight of Orientals Made More Severe by Earthquake—Thrilling Stories of Rescues Are Told by Survivors of Disaster.

(By Associated Press Cable.)
Tokio, May 2.—The plight of poor Japanese in the north who have been suffering from famine has been increased by the disastrous earthquake of March which caused great devastation in a zone of about 20 miles square around Akita on the island of Honshu. The city of Akita was damaged only slightly but in the country nine towns and 41 villages were seriously damaged, some villages being entirely annihilated. About 1,000 houses were completely destroyed and about 100 persons were killed, according to the latest reports.

The earthquake came at dawn. The motion was horizontal at first, but after 20 seconds turned into a violent perpendicular movement greatly increasing velocity until it broke the seismographs. The upward movement, which is particularly feared in Japan, caused hundreds of houses to collapse and scores of people were crushed to death, having no time to escape. The frightened people who succeeded in getting out, rushed to the railroad in an attempt to escape from the earthquake's belt, but found the rails blocked with stones and earth. Dangerous holes and trenches were opened in the streets from which rose a cloud of dust and debris.

Several thrilling tales were told by survivors. At Yokohama the house of a wealthy resident caught fire and the family of 17 people, as well as two visitors, were burned alive. The two storied house of Santaro Saito at Arakamura was razed to the ground. His family of five and three others

were asleep on the first floor with four guests upstairs. When the building was falling the men upstairs managed to crawl from the debris and began to search for those below. Five were taken out injured, but three others, including the master of the house, his son and servant, were found dead.

Faithful to the memory of the emperor, one of the first acts of the mayor of Kowakubi, which was wiped out by the disaster, was to rush to the hill top and recover the imperial flag floating on a shrine that had been dedicated to the late Emperor Mutsumoto.

A Japanese reporter who made a trip through the devastated district found misery and pain. Some villages had erected huts in the road where the mud was knee deep. He found the village of Kowakubi in absolute darkness, except where a few straggling lights feebly showed a scene of destruction. Not one of the 140 houses remained intact, a score of people had been instantly killed and 50 were more or less severely injured. The postmaster had gone mad from seeing the violent death of his wife.

A few days after the earthquake the long extinct volcano on Mount Chokai suddenly became active. The mountain which is near the coast and overlooks the sea of Japan is known as the Fuji of Akita. Its summit is covered with snow even in mid-summer. A great mass of smoke and fire suddenly burst from the southwest crater, and soared heavenward.

IN ANCIENT KOREA THE MODERN INVADES

THE NEW IS CROWDING THE OLD FOR RIGHT OF WAY IN OLD REALM.

Seoul, Korea, May 2.—Modernization has begun to make itself felt in Korea. American visitors will find the white-robed Korean with his sparse black beard, his majestic walk and stove-pipe hat, still moving picturesquely through the wide streets of Seoul, ceaselessly puffing his long bamboo pipe, but the general life of the city has lost much of its languor and ease. A new energy has sprung up since the arrival of the Japanese.

The immediate problems of the Japanese administration concern education, and the arranging of employment for the people. The correspondent of the Associated Press was recently informed by the Japanese authorities that the government was greatly in debt to the American missionaries for the work they have rendered in establishing schools. The Young Men's Christian association was said to be doing fine work in its industrial school, and the Japanese government is pushing forward the governmental industrial schools which were founded by Prince Ito during the protectorate over Korea.

The government will erect a new set of buildings for its offices on the grounds of the old North palace. Although the principal imperial Korean buildings there will be preserved, a number of the smaller historic structures will be razed to give additional space and to eliminate expensive upkeep.

There is no open evidence of organized revolt against the new order of things, and it is believed that Japan has nothing to fear in the way of rebellion. But there remain some strong feelings among the functionaries of the old regime who have been thrown out of office, and among the young student class, which is pervaded with an interest in politics like that found among students in Japan proper. Neither of the opposing forces, however, have as yet given their opposition any concrete form.

Among the missionary workers, those of the Presbyterian church of the United States are at present conspicuous by increasing their activity. A recent report accounted for 128 Presbyterian missionaries in the Korean field and also showed that the evangelistic work is carried on by 53 native ordained ministers and by 218 unordained preachers in 124 organized and 1,135 unorganized churches. It is said that in the field of 2,000,000 population where the Presbyterians have been carrying on their work, 100,000 have joined the church.

The denomination has established a theological seminary with 204 students, a medical school with 77 students, six boarding schools for boys, four smaller institutions for girls, and 402 primary schools with an enrollment of over 8,000 boys and nearly 2,000 girls.

All of the American missionaries are exerting themselves in the practical education of youth, including manual training, and it is this phase of their work which is most satisfactory to both the Korean and Japanese, who see in it the first step toward industrial prosperity. The Presbyterian mission has established hospitals and dispensaries where 2,400 in-patients, and 62,000 dispensary patients have received treatment. The Severance medical college, which owes so much to the American philanthropist, L. H. Severance, has been especially useful in meeting the needs of the country. There are now 77 students who come from all parts of Korea. The training school for nurses is an important adjunct to the college. All other mis-

sions send a representative to teach in the college.

The bold mountainous country of Korea still abounds with tigers, and only recently one of them came to the southern gate of Seoul itself, in carrying poles peasants have either been slain or carried away by wild beasts. In the old days guilds or associations of peasants existed for protection against wild animals, but since Japan has taken Korea these guilds have ceased to exist owing to the Japanese prohibition of men carrying arms. It is not unlikely that this prohibition will be removed for the mountainous districts where dangerous animals thrive.

Japanese officials report that the bandits of the north have been hunted down by the Korean and Japanese gendarmes, and, few, if any, now exist.

WORKING CLASS WIFE EFFICIENT SPENDER

(By Associated Press Cable.)
London, May 2.—That the working class wife is a more efficient spender of the household accounts than her middle class sister was the contention of Miss Lucy Yates at a recent meeting of the Women's Freedom league. She declared that the principle of a woman having complete control of the house was always recognized by the working classes, but higher in society there came a sort of dual control. Through this responsibility the working wife learned administration, but by leaning on someone else the middle class wife never learned.

The wife, Miss Yates said, should have complete control of the whole of the money set aside for household expenses, including housekeeping, dress and education. There should be no audit of her accounts unless by her request. She should be provided with a check book as more likely to prove successful than the provision of loose coins, which might be ejected out of her purse by tempting bargains. The speaker declared that spending was a finer art and much more difficult than earning. Women should also choose the house, and it was high time, according to Miss Yates, that the women took over the spending of the money for the nation.

DIRIGIBLE EQUIPPED WITH REAL MUFFLERS

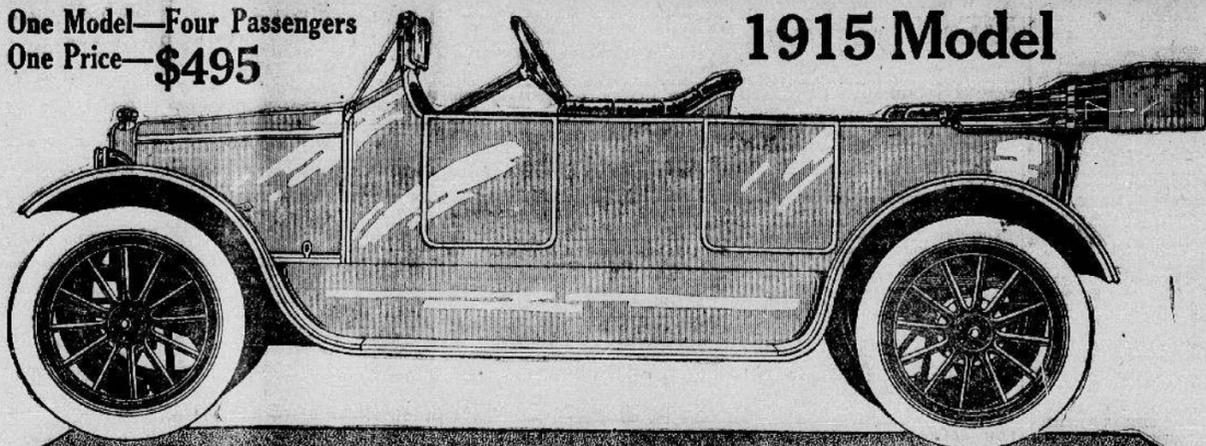
(By Associated Press Cable.)
Berlin, May 2.—The new military dirigible Zeppelin No. 5 has been equipped with mufflers which are expected to eliminate the thunderous noise of the engines. The exhaust of the 700 horsepower motors on previous Zeppelins could be heard for miles which naturally decreased the value of the craft for scouting purposes. With this noise stifled, it will be possible for the dirigibles to reconnoiter by night or in foggy weather without being discovered and without running the risk of becoming a target for the enemy's guns.

Chamberlain's Liniment.
This preparation is intended especially for rheumatism, lame back, sprains and like ailments. It is a favorite with people who are well acquainted with its splendid qualities. Mrs. Charles Tanner, Wabash, Ind., writes 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.—Adv.

Candidates now in the field for the republican nomination for United States senator from California are F. M. Shortridge of San Francisco, Congressman J. R. Knowland of Oakland, and Albert E. Boynton, president pro tem of the state senate.

One Model—Four Passengers
One Price—\$495

1915 Model



The Success Of This Car Has Startled America

Real success in the automobile world is not easy. The acid-test of quality, price and service leaves many disabled. The history of the industry is memory-marked with disaster. And so the overwhelming success of the Hercules "20" has caused a furore in automobile circles everywhere. Since the first announcement of our 1915 model the insistent demand for cars has come from every section. "We want cars—Hercules Cars—and we want them quick!" Dealers by the hundreds have clamored for the agency for their localities. Buyers by the thousands have ordered. Yet our output for this season is limited to 7,000 cars. If you want a Hercules "20"—and a better car for the price you will never buy—then get your order in now, today. This is fair warning. Take advantage of it and avoid regrets.

These Specifications Tell Why

the Hercules "20" has broken all sales records for a new car. Read them over—study them. They tell the story of this wonderful car and its astounding success better than we can. Here's a partial list: Fishback 20-horsepower motor, bore 3 1/4 inches, stroke 4 inches, 3 point suspension—standard ball bearings—wheelbase 100 inches—weight 1,240 pounds—sliding

gear transmission—two speeds forward, one reverse, with multiple disk clutch—left-hand drive, center control—42-inch full elliptic springs rear, 42-inch semi-elliptic springs front—full floating rear axle—30 x 3 Q. D. tires—Spanish leather upholstery—electric horn—5 electric lamps, with generator and storage battery.

Hercules "20"—\$495⁰⁰ Fully Equipped

Including Five Electric Lights. Electric Starter \$55 Additional

Built in America's Third Largest Automobile Factory By a \$1,500,000 Corporation

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The world-famous engineer, who designed the Hercules "20," is the same mechanical genius

who developed and brought to perfection the famous Fishback Motor and Automobile, so well known in Europe. Those who know foreign cars know that "Fishback" stands for sturdy, reliable, economical service.

Associated with him are the Lamberts, who are too well known as successful, responsible and competent automobile manufacturers to need

any introduction to the automobile world of America.

The names of these men is the best guarantee we can give you as to the reliability of the Hercules "20." The planning, development and construction of this wonderful car were the result of months of quiet work. And the car's reception proved that the time was well spent.

Exhaustive Endurance Tests

Before a single car was shipped the most exhaustive endurance tests were made. On broad smooth city boulevards and narrow rough country roads, on hills and in valleys—in runs from Louisville to Mexico and New Albany to Boston, everything was done to test the endurance limit of the Hercules "20." We had to know whether "she would stand up." Our manufacturing reputation was at stake. We dared not err. Test the Hercules "20," point by point, out on any kind of road you wish with any car selling for at least twice its price. If you will do this we know that you will choose the Hercules "20." A comparison tells. We invite any reasonable comparison you wish to make.

An Economical Car

Besides its beauty and its enviable service qualities the Hercules "20" is the most economical car built. 23 to 28 miles on a gallon of gasoline and 100 miles on a quart of oil is its regular record. It throttles down to 2 miles and "hits her up" to 50 with an ease that is astonishing. The motor is flexible, sturdy and silent. The Hercules "20," due to its correct design and proper spring suspension, is a wonderfully easy riding car. Elegance and harmony are manifested in every line. Built in one size and style only—four passenger, \$495 fully equipped, including electric lighting system—\$550 with Allis-Chalmers electric starting system.

Avoid Disappointment—Order Now! Out of our original 7,000 cars, only so many were allotted this territory. This allotment is nearly exhausted. More cannot be supplied this season. So you had better order now, before it is too late. If your dealer does not handle the Hercules "20," ask him to write to us. If you will drop us a line we shall be pleased to see that you are supplied, if possible. In any case you ought to have a copy of our catalog—it tells everything about this remarkable car. Suppose you send for a copy today. Ask for catalog M.

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