

REQUESTS AUSTRIA TO REPAIR INSULT

U. S. Asks Prompt Apology and Payment of Indemnity in Case of Steamer Petrolite.

THIS GOVERNMENT'S VIEW FORWARDED TO AUSTRIA

Ambassador Penfield, at Vienna, Instructed by Secretary Lansing to Inform Foreign Office.

United States Ambassador Penfield at Vienna has been instructed by Secretary Lansing to inform the Austrian foreign office that the United States government regards the attack on the American steamer Petrolite by an Austrian submarine December 5 last as "a deliberate and unprovoked attack upon the rights of American citizens" and to request a prompt apology, punishment of the submarine commander and payment of indemnity.

The text of the Secretary's telegram of instructions follows: "Events narrated from the captain and members of crew of the steamer Petrolite and from examination made of the vessel under direction of the Navy Department convince this government that the Austro-Hungarian government has obtained an incorrect report of the attack on the steamer. With particular reference to the explanation made by the foreign office, the following information, briefly stated, has been obtained from sworn statements of the captain and members of crew:

No Signal to Stop.
"No shot was fired across the bow of the steamer as a signal to stop. When the first shot was fired the captain was under the impression that an explosion had taken place in the engine room. Not until the second shot was fired did the captain and crew sight the submarine, which was astern of the steamer, and which fired a third shot. The captain, therefore, positively asserts that neither the first nor the second shot was fired across the bow of the vessel. The steamer did not swing around in a course directed toward the submarine, as alleged in the report obtained by the Austro-Hungarian government, but the captain at once stopped the engines and swung the vessel broadside to the submarine and at the same time the course of the vessel in order to show its neutral intentions, which was manifestly the reasonable proper course to follow, and it ceased to make any headway. On the steamer was painted its name in letters approximately six feet long, and the name of the hauling port, and, as has previously been made known to the Austro-Hungarian government, the steamer carried two large flags some distance above the water line, which it is positively stated by the officers and crew were flying before the first shot was fired, and were not hoisted after the first shot, as stated by the submarine commander.

"The submarine commander admits that the steamer stopped her engines. The captain of the Petrolite denies that the vessel was ever headed toward the submarine, and the examination of the steamer made by an American naval constructor corroborates this statement, because, as he states, the shell which took effect on the vessel, striking the deckhouse which surmounted the smokestack, was fired from a point 45 degrees on the starboard bow. This was one of the last shots fired and indicates that the ship was not headed toward the submarine even up to the time when the submarine ceased firing.

Twelve Shots Fired.

"The captain states that the submarine appeared to be maneuvering so as to direct her shots from ahead of the steamer. The submarine fired approximately twelve shots. The majority of the shots were fired after the ship had stopped and had swung broadside, and while, as even the commander of the submarine admits, the steamer was flying the American flag. The captain of the steamer denies that he advised the commander of the submarine that the damage to the steamer was insignificant. He states that he advised him that the steamer was not damaged, but that he not then had an opportunity to ascertain the extent of the damage. The seaman who was struck by a fragment of shell sustained severe flesh wounds.

"If the ship had intended to ram the submarine, she would not have stopped her engines, and this must have been evident to the submarine commander. Naval authorities here agreed that there could have been no danger of the ship ramming the submarine until it was headed straight for the submarine and was under power, and even then the submarine could have so maneuvered as to avoid collision. The Petrolite was two miles away from the steamer. The engines and funnel of the Petrolite were at the stern, and from the general appearance of the ship no experienced naval officer could have believed that it had opportunity to ram the submarine, even if it had been steaming directly toward the submarine. The conduct of the submarine commander showed a lack of judgment, self-control or willful intent amounting to utter disregard of the rights of a neutral.

Statements at Variance.

"According to the sworn statements of the captain of steamer and a seaman who accompanied him to the submarine, the commander of the latter stated that he mistook the steamer for a cruiser. The statement is at variance with the statement in the Austro-Hungarian government's note that the captain of the submarine asserted a false maneuver on the part of the steamer prompted the submarine to continue to fire.

"The captain of the steamer swears that he informed the commander of the submarine that he had only sufficient provisions to reach the port of Algiers, and that he would deliver provisions only under compulsion. He states positively in his affidavit and in conversation with officials of the department that he did not give provisions readily, nor did he say it was the duty of one seaman to help another, and that he refused payment because he felt that he was being compelled to deliver food in violation of law. The statement of the captain of the Petrolite is entirely at variance with the report of the submarine commander.

"The correctness of the captain's opinion that the wounded seaman was held as a hostage to guarantee the delivery of food seems clear. Obviously the commander of the submarine had no right to order the seaman to remain on board. The fact that the order was given showed that the commander insisted that food was to be delivered to him, otherwise the seaman would naturally have accompanied the captain back to his vessel. The outrageous conduct of the submarine commander and all the circumstances of the attack on the Petrolite warranted the captain in regarding himself as being compelled, in order to avoid further violence, to deliver food to the commander of the submarine.

Deliberate Insult to Flag.
"In the absence of other and more satisfactory explanation of the attack on the steamer than that contained in the note addressed to you by the foreign office, the government of the United States is compelled to regard

the conduct of the commander of the submarine in attacking the Petrolite and in coercing the captain as a deliberate insult to the flag of the United States and an invasion of the rights of American citizens for which this government requests that an apology be made; that the commander of the submarine be punished, and that reparation be made for the injuries sustained, by the payment of a suitable indemnity.

"Please communicate with foreign office in sense of foregoing. You may add that this government believes that the Austro-Hungarian government will promptly comply with these requests, in view of their manifest justice and the high sense of honor of that government, which would not, it is believed, permit an indignity to be offered to the flag of a friendly power, or wrongs to its nationals by an Austro-Hungarian naval officer without making immediate and ample amends."

DIRECTORS OF THE B. & O. REORGANIZE SYSTEM

Three Distinct Territories Designated—Changes Made in Officials.

NEW YORK, June 29.—The board of directors of the Baltimore and Ohio Railroad Company has decided upon a reorganization of the system. For operating purposes the system is being divided into three distinct territories to be known as eastern lines, western lines and New York terminal lines. The eastern lines will embrace the main line and branches of the Baltimore and Ohio east of Wheeling, W. Va., and Chicago Junction, Ohio. The western lines will embrace that part of the Baltimore and Ohio west from Parkersburg, Wheeling and Chicago Junction, and it is expected will include the Cincinnati, Hamilton and Dayton lines from Cincinnati to Toledo, and branch lines which will be taken over under the reorganization.

George F. Randolph, first vice president, in charge of accounting, becomes vice president in charge of the company's foreign relations. George M. Shriver, second vice president, in charge of accounting, becomes vice president in charge of accounting, treasury, claim and relief departments. A. W. Thompson, third vice president, in charge of operation, becomes vice president in charge of traffic and commercial development. F. C. Batchelder, president of the Baltimore and Ohio Chicago terminal railroad and assistant to president, becomes vice president and executive representative at Chicago. L. M. Davis, general manager of the Baltimore and Ohio Southwestern and the Cincinnati, Hamilton and Dayton lines, at Cincinnati, becomes vice president in charge of operation and maintenance, with headquarters at Baltimore. C. W. Galloway, general manager of the Baltimore and Ohio lines at Baltimore, becomes vice president of the Baltimore and Ohio Southwestern Railroad Company, with headquarters at Cincinnati, and general manager of western lines of the Baltimore and Ohio system and also general manager for the receivers of the Cincinnati, Hamilton and Dayton Railway Company.

Michael Moore, was run down and killed at White's crossing, a short distance west of Lynnhurst, Va., by a Norfolk and Western train.

GIVES INSTRUCTIONS IN WORK OF RELIEF

Director Bicknell of the Red Cross Issues Statement to Local Chapters.

FOR AID OF FAMILIES OF SOLDIERS AND SAILORS

Methods Outlined for Extending Help to Those Affected by Military Service on Border.

Through Ernest P. Bicknell, director general of civilian relief, and with the approval of Gen. Arthur Murray, acting chairman of the central committee, the American Red Cross has sent out relief instructions to the local branch chapters all over the country. All relief work for families of soldiers and sailors called into military service is purely local, the instructions stated, and every chapter is charged to do its work with all possible efficiency and dispatch.

The text of the instructions is as follows: "The collection, purchase, warehousing, packing and forwarding of supplies to the soldiers and sailors is within the duty of the chapter section on military relief. "All work pertaining to the relief of destitute families of soldiers and sailors falls within the duty of the section for civilian relief. The following instructions

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are for the guidance of chapters in the conduct of relief operations in behalf of destitute families: "In order that the work of relief may be intelligently conducted and with justice to all, a careful written record is necessary. This record should contain the facts on which the action of the chapter is based in the case of each family. It should contain the name of the family, number and ages of children, a summary of the family's own resources and a statement showing whether help is being received from other sources, and, if so, how much. This information should be retained until the work growing out of the Mexican disturbance is completed, as it will be needed for reference from time to time and will serve as a basis for a report when the work is finished.

Careful Methods Enjoined.
"Avoid haphazard, spasmodic and irregular methods of administering relief. This duty should be entrusted to a strong, careful, unexcitable committee, and all distribution should be directed and controlled by that committee. It is desirable that the collection of information on which relief is given should also be under the direction of this committee. A simple record should be kept of all relief given out and to whom given. At the beginning of this record may seem unimportant, but as time passes it will be found indispensable if effective and satisfactory work is to be done. It will also be found of value in answer to criticism which is certain to arise.

"No iron-clad rule should be laid down as an answer to the question of giving relief by cash or supplies. In general, it may be said that money goes farther if it is expended by the committee in buying relief supplies in large quantities, at such discounts as merchants will allow.

"On the other hand, it is probable that in a majority of instances will be persons who are accustomed to buying for their households and know how to buy with economy. With cash they can buy such things as their families ordinarily use and prefer. The organization for giving relief in money is simpler and less cumbersome than that necessary for distributing supplies.

Accurate Account Essential.
"For the purpose of maintaining the work of relief herein described, chapters of the Red Cross are hereby authorized to solicit contributions of

money and supplies from the public, within their respective jurisdictions, and to expend or distribute such supplies and funds under proper safeguards. It is of the utmost importance that an accurate account shall be kept of all money received and all expended. Receipts must be taken for all money paid out, and no money should be paid out except on the approval of a chapter officer or committee, vested by the chapter with power to authorize expenditures.

"Tact and absolute fairness are essential in the work of the Red Cross. It is to be remembered at all times that the families for whose welfare this work is carried on are independent and self-respecting and are objects of our solicitude solely because their natural supporters have been called into the service of the country to protect the lives and property of our fellow-citizens. There is no shadow or taint of charity, in the offensive use of that word, in the work which the Red Cross is doing; in fact an attempt to fulfill a sacred obligation which we owe to the men who are in the ranks for the protection of us all."

WHITE PLAGUE FIGHT ENLISTS 3,000 AGENCIES

Increase in Number of Those in Warfare Against Tuberculosis 1,600 Per Cent Since 1904.

Statistics made public today by the National Association for the Study and Prevention of Tuberculosis show that nearly 3,000 agencies are now listed in the fight against tuberculosis in the United States—an increase of 1,600 per cent since 1904, when the national warfare on this disease was started. These figures are taken from a new tuberculosis directory just issued by the association.

The list includes 557 sanatoria and hospitals, 158 tuberculosis boarding houses, 90 hospitals for the insane and

35 penal institutions making special provision for tuberculosis, 453 dispensaries, 310 open air schools and 1,324 anti-tuberculosis associations and committees. To these are added 158 Canadian institutions and associations, making a total of 3,087. The directory also gives a summary of municipal and state legislation on tuberculosis.

When the National association was formed, in 1904, and the first list of agencies was printed only 183 organizations and institutions were found. The second edition of the directory, in 1908, reported 649 different agencies, and 1,440 were listed in the third edition, published in 1911. On the basis of the latter figures the number of agencies in the anti-tuberculosis movement has increased 115 per cent in the last five years.

Protests Probing of Will.

A caveat protesting against the admission to probate of an alleged will of Israel W. Little has been filed in the Probate Division of the District Supreme Court by Charles S. Peters of Ballston, Va. The will bears date of September

12, 1911, and the protestant, a nephew of the deceased, alleges that Mr. Little was not at that time capable of executing a valid deed or contract. Coercion is also alleged. The court is asked to refuse the alleged will and to appoint a collector for the estate. Attorney Rudolph H. Yeatman appears for the nephew.

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