OPERATIONS IN EASTERN THEATER ARE SUMMARIZED

Military Expert Tells History of Campaign Ending in Capture of Lodz Early in December.

(Associated Press Correspondence.)

The Hague, Dec. 15.—A military observer who has just returned from the eastern theater of war gives an interesting resume of the operations there up to the capture of Lodz by the Germans on December 6.

He points out that in the beginning it was the plan of General, now Field Marshal von Hindenburg, to cut the Russian lines of communication by an advance from Suwalki in the direction of Bialystek, and possibly Baranowitsh. With this in view the reduction of the fortress Ossewitz was attempted by the Germans early in October. But the terrain proved very difficult, realizing what the plan of General von Hindenburg was, the Russians concentrated a large force against the German left wing.

For a while von Hindenburg persisted. This led to the fighting about Augostowo and the vicinity of Lyk. Finally the planned reduction of Ossewitz had to be abandoned, and the Germans, instead of continuing their vigorous offensive along the East Prussian borders, were obliged to assume the defensive in those parts.

Buried in Trenches.

As in other parts of the European theater of war, the men began to bury themselves in trenches, von Hindenburg leaving his forces on the East Prussian border in circumstances resembling strongly those in Flanders. Both Russians and Germans began a field siege in which now one, then the other, would for a time keep up an aggressive, the sole purpose of which was to let the opponent know that it was considered proper not to move about too much.

Towards the end of October von Hindenburg appeared suddenly at the head of a large German force advancing in the direction of Ivangorod. At the same time the Austro-Hungarians, having recuperated from the debacle of the Dankl-Auffenberg operations against Lublin and Krasnik, managed to relieve Przemysl and drive the Russians across the river San and out of Galicia. The Russian general staff was obliged to rush reinforcements to the Suwalki theater of war. This had eased the situation in Galicia, and the Austro-Hungarians had taken advantage of it.

In his advance upon the Ivangorod-Warsaw line, von Hindenburg finally reached the banks of the Vistula, to discover, however, that the Russians had fortified all bridge heads and elevations along the river. Several attempts were made by von Hindenburg to force a crossing, but he soon discovered that this could not be done. He was able, however, to stand his ground.

Neither Side Makes Progress.

Meanwhile the Austro-Hungarians had again lost ground to the Russians, Jaroslaw had been taken, and while the Russians had been driven out of eastern Hungary, they were now threatening the Austro-Hungarian right wing with a massing of troops in the Bukovina. Recrossing the San river en masse, the Russians for a time even threatened to cut their way through in northwestern Galicia. This was averted, however, by prompt maneuvers on the part of the German and Austro-Hungarian forces, who offered a strong defensive on the Cracow-Przemysl line.

During the first week of November progress was made by neither of the opposing armies. The Austro-Hungarians held the Russians in check from Cracow to Przemysl, while the Germans held the line Cracow-Petrikow-Mlava. But the forces of the two empires were too small to carry on a renewed offensive against the Russian masses which had moved across the rivers San and Vistula like an avalanche. It was then that von Hindenburg decided upon a plan which may be said typical of him.

By means of a strategical retreat he intended to break the Russian front. He ordered his center to fall back and kept his own wings more or less in the positions they had occupied, forming in this manner a rough cul-de-sac into which he hoped to trap the Russian force, which he felt would be sent to follow up the retreating Germans.

Austrians Not Effective.

It is generally admitted, the observer says, that von Hindenburg's plan would have succeeded had the Austro-Hungarian forces needed by him proven more mobile and effective. As it was the Austro-Hungarians, hampered by bad roads failed to appear in time, and when finally the effort was made to "bite off" the Russian forces which had taken up the pursuit of von Hindenburg, it was found that the tardiness of the Austro-Hungarians had permitted too many Russians to push after the Germans.

For several days a situation said to have no parallel in modern warfare existed. In the center of the theater of operations was a large Russian force surrounded on three sides by Germans. Beyond the German lines Russian lines were forming—the German position having thus two faces—and beyond the Russians another line of Germans was forming in the north, and a line of Austro-Hungarians in the south and west.

Desperate efforts were made by the Germans and their allies to bring together the points of the wings they had laid about the Russian pursuing force. Instead the Russians forced them further apart, until both lines were again straightened out. Von Hindenburg learned two things in these operations. The first of these was that his "swamp tactics" of East Prussia had taught the Russians a lesson; the second was that he had credited the Austro-Hungarian officers with a degree of efficiency they did not possess.

Had it not been for the gallant conduct of his own men, von Hindenburg might have gone down in disaster. But the Germans virtually cut their way out of the tangle they were in, the last division freeing itself from the strong Russian embrace in the final days of December. Then came the taking of Lodz ending this phase of the operations, and the siege of Przemysl followed. Paradoxical as it may seem, according to the observer here quoted the Austro-Hungarian army lost nothing in prestige the greater part of the blow to the Russians. By some quick bits of communication in that country it was almost impossible to gain an idea of the fact that the Austro-Hungarian army contained no military officers of ability. Without doubt the Austrian officers to understand how what we

roads, has a strategically poor railroad system, and but few natural resources.

Fresh Troops Arrive.

These are the main features of the recent campaigning in the eastern theater of war. But a survey of them would not be complete without a sketch of some of the principal operations and their results.

An important factor in the developments was the arrival of large numbers of fresh troops in the Russian camps, which took place during the first week of November. Their great weight was first felt by the German troops west of the Nowo-Georgiewsk Warsaw line, who were forced back against the Warthe banks on November 10. What the exact strength of this Russian force was is not known. The Russian Second army formed the right wing of the forces in Poland occupying the line Kolo-Sierads-Szczerzowo and joining on the left the Fifth army whose center was Nowo Radomsk. It is thought that these two forces had a combined strength of about 800,000.

The Second and Fifth armies became the Russian center in the operations which followed. On the extreme right the First army occupied the region between the Vistula and Kovno. This force was commanded by General Rennenkampf, whose efforts to crush the German left wing resulted in a number of smaller engagements near Stallupoenen, Eydtkuhnen and Soldau, dating from November 12 to 17. Rennenkampf's own forces numbered at least 650,000 men, it is asserted. But he failed to develop the tremendous potentialties of this mass, and to his own great surprise the Germans engaged in a counter-offensive, which on November 13 resulted in the defeat of a Russian division near Wloclawek. The Germans followed up their success, re-engaged the division on the following day at Nowi-Dunanow, killed and wounded many and took 1,600 prisoners, driving the remainder off in the direction of Plosk.

Meanwhile a German force advanced on the right bank of the Vistula, and on November 15 defeated a strong Russian force near Lopno. About 5,000 Russians were taken prisoners. The remainder of the force retreated also towards Plosk, joined the defeated division from Wloclawek, and together with some fresh units attempted to stem the German advance. The fighting which resulted was severe, but in the end the Russian forces were driven in the direction of Plosk, where they effected a much needed reorganization. Most of the artillery and terrain had been lost to the Germans.

Rennenkampf's Plan Abandoned.

Rennenkampf's plan to force an invasion of East Prussia seems to have been abandoned after the experience two of his best units had with the Germans. Of a sudden the First army ceased its efforts to break across the border en route for Berlin, and for several days all was quiet.

Meanwhile Gen. von Mackensen had established contact with the Russian Second army near Kutno, then so positioned that a movement against its right flank promised success. With the Russian offensive against East Prussia wrecked, and with an advance threatening the Russian center, the Russian Fifth army was obliged to check its advance upon the Silesian border and the Cracow district. Many of its units were rushed to support the treatened center, or Second army. This measure permitted a further development of the flank of the Second army. But the rearrangement of the Russian forces came a little too late, it appears. General von Mackensen lost no time in pushing his advance, engaged the Russians on November 15 near Kutno, caused them heavy losses in killed and wounded and took 25,000 prisoners, as well as much material.

The Russian Second army continued its advance, however, Gen. von Hindenburg was in the act of completing his cul-de-sac, and the Russian Second army had a double task to perform. Not alone was it necessary to envelop the German northern wedge, but the advance of Gen. von Mackensen had made a vigorous counter-offensive necessary. Offensive and counter-offensive on the part of the opponents gave the Second army a southwest-northeast line during the next two days, another tooth being thus added to the great battle-saw in Poland.

The line of the second army was then from Styrkow-Alexandrowo to Kazimerez. This was pierced by the Germans under von Mackensen in the evening of November 17 along the Kutno road, and on the following morning the right wing of the second army was folded back upon Brzeziny on the Lodz road. On the 19th the desperate struggle continued. During the day heavy reinforcements from the Fifth army arrived, and on the 20th the Russians succeeded in developing their full force. General von Mackensen, however, continued his offensive, succeeding two days later in forcing the Russians into Lodz and holding the territory west, north and east of that city.

Meanwhile the German forces had ben thoroughly exhausted. Not alone did they fight an enemy numerically far superior, but the incessant marches and bad weather weakened them considerably. Fresh troops had to be brought to the scene. These came from the armies which von Hindenburg was employing on his cul-de-sac- maneuver, the site of which was immediately southeast of Lodz. It would have been easy to take these troops through Silesia, but that meant traveling over the two long sides of an acute angle, while a march in a northwesterly direction was no greater than the distance the troops would have to march after they had been detrained. But to take that route was dangerous, as was amply proven on the following day.

Russians Numerically Superior.

The division rushed to the relief of the von Mackensen army had been facing southeast and to go northwest meant a complete face-about with the enemy in the rear. They were none too strong, moreover, and had been acting on the defensive on the line Chynof-Bedkow. The Russians with whom they were in contact were numerically superior and evidently under instructions to await developments at the head of the Russian wedge.

Orders to move on Lodz placed the German troops in a predicament. An evacuation of the position would cause the Russian to follow in pursuit, and since the lack of contact with the Russian forces in and about Lodz might lead to most unpleasant surprises, the undertaking looked extremely risky. It was carried out, however, after three days' desperate fighting, November 22-25. The Germans had hardly faced about when the Russians they had held in check took up a general advance, and before long the Germans were completely surrounded.

By facing this way, and then the other the German division finally disengaged itself, and in addition to inflicting heavy losses upon the Russians, took 14,000 prisoners, 28 guns, and some 70 machine guns and several trains. It is doubtful whether all military history knows of another exploit of this nature. Thanks to the strict censorship of the German army we know the name of the officer who conducted this brilliant affair. It is to be regretted that we

German division accomplished one must consider that it did not leave a single wounded man behind. What might have been the inglorious end of the force, was turned into a complete victory.

Within two days the division finally reached the German general battle line and, though utterly exhausted, played a prominent part in the fighting which resulted from the efforts of the Russians to advance west at Lodz.

Meanwhile reinforcements had been brought to Lodz by the Germans during the last days of November. After three days of severe fighting the Russians were finally obliged, December 5, to evacuate the city. The occupation by the Germans of Lodz ended a phase of operations in Poland which had cost the Russians no less than 180,000 in killed, wounded and prisoners, likewise about 280 pieces of artillery, more than 400 machine guns, and much wheel transportation. The losses of the Germans in the operations against Lodz are estimated at 45,000 killed, wounded and prisoners, 30 pieces of artillery and 65 machine guns.

These figures do not include the losses of the Russians and Austro-Hungarians who opposed one another on the southern reaches of the eastern theater of war. The Austrians claims to have caused since November first the following Russian losses: 78,000 men, killed, wounded and prisoners, about 80 guns and double that number of machine guns. On the other hand the Austro-Hungarian losses have not been slight, and it is believed that they are but little behind the Russian numbers.

BUSINESS MUST FIGURE ON WAR FOR LONG TIME

Hostilities in Europe Will Exert Big Influence in Financial Matters During Year to Come.

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL)

Chicago, Jan. 4.—"Yes, there has been some improvement in business and we may expect a number of our industries to fare well during 1915," says a shrewd business man, "but make no mistake about the war in Europe. That war will last three years. The military equipment of Germany and the intelligence of the Germans in using it are without precedent in history; and as the life of that nation is at stake, they will fight to the last ditch. On the other hand, the lives of the nations arrayed against Germany are at stake, and in the long run free government everywhere in the world. Therefore, the allies, and possibly more allies to come, will fight to the last. Hold this war in your mind as one of the prime elements in the course of business affairs during 1915. It is more important than anything else in the world's perspective, and, remote though we are from the scene of the slaughter, we must be greatly affected by it all the way along and for years after it has ceased. Place this war in your case for the year 1915, and in all your calculations as to what is going to happen bear it constantly in mind. It has proved no 'six weeks' war' that certain superwise people predicted at the outset, and the April 1 termination is a grim April fool joke, I am sorry to say."

This is perhaps an extreme view, but to judge from what others say it is not so very extreme from their outlook. All are settling down to a feeling as if this war were a constant factor in human life. Aside from that, the spirit of business men is in the main cheerful, but chastened by fear, which was panic a few weeks ago, and which now has softened down to extreme caution. Individuals and corporations generally have not followed the example of the banks in relaxing and bringing affairs down close to the normal. They are holding their money for possible emergencies, and as a consequence collections are bad.

Kansas Wheat Crop.

A qualification of this statement may be made with respect to a considerable body of farmers in Kansas, and other states, where the wheat crops have been large and sold at high prices and where debts have been paid liberally, at least to an extent not interfering with the purchase of automobiles.

Perhaps the one thing that affords more satisfaction than any other is the feeling that the federal government has reached the end of its legislation limiting the rights of corporations. It should be clearly understood from statements made by President Wilson that, so far as he is concerned, the work is completed and we now enter upon that millennium which he has created by giving the government a sufficiently strong grip on the corporations. The satisfaction of business men is not quite perfect bliss, however, for they see that attacks on corporations still may be considered by politicians the best means of popularizing themselves among their constituents. Probably the only cure is that of making the investigator the investigatee. Summing the whole thing up one of the authorities says: "Yes the markets will be better, but they will be ragged. Don't go in anywhere unless you have the money to pay in full or at least enough to margin your enterprise beyond any reasonable fear of a breakdown."

The man on the street has not yet found his bearings. The war in Europe has upset all standards in his mind and he walks about as in a dream. A world that has been accustomed only to the normal warring of the past is incapable of grasping the present enormity. A prominent citizen has tried to reduce it to a formula, and the small incident that he narrated, may be as good as anything to illustrate the case. In 1893, standing on the station platform at Milwaukee, he engaged "Old Mack," a baggage smasher, in conversation. "Yes," said old Mack, "we used to say 'as good as wheat,' and now wheat is 40 cents a bushel. We used to say 'as sound as Mitchell's bank,' and now Mitchell's bank has failed." Some of us think in this year 1914 that the world has failed.

Bill to Protect Minors.

Washington, Jan. 4.—A bill to prohibit the serving of intoxicating liquors to minors on American vessels in waters within the jurisdiction of the United States was passed today by the house. It would impose a fine of $100 for violations.

If you have piano tuning troubles, write them to Mr. Clark Music Co., 120 W. Silver street. Phone 189.

Leaders of Engineers and Firemen Among Most Picturesque Figures in Organized Labor

(SPECIAL CORRESPONDENCE TO MORNING JOURNAL)

Chicago, Jan. 4.—One of the most picturesque figures in the world of labor is Warren S. Stone, grand chief engineer, Brotherhood of Locomotive Engineers. Mr. Stone before he became head of the order, occupied the cab of a freight locomotive on the Rock Island railroad during a period of twenty-five years. He started as a fireman on the old Rock Island system in Iowa at the age of 19 years, fired five years and six months and then was promoted to the chief position in the cab. Mr. Stone operated a freight engine in the same territory for nineteen years and six months.

The run was between Rock Island and Eldon, Ia. On the Iowa stretch the young engineer each night, and occasionally during the day, ran past the old farm upon which he was born and where he spent his boyhood days.

"Every night I passed my old home and I would whistle my engine," Mr. Stone says in commenting on his railway experience. "No matter how cold it was or how hard the snow was coming down, I would always know when we were close to the old farm house, in time to give a welcome shriek for the old folks. They heard it and they knew that I was on the job."

Born on Farm.

Mr. Stone was born February 1, 1860, on a farm near Ainsworth, Washington county, Ia. He attended the old district school as a lad, picking up the rudiments of a preliminary education. He also was in an academy for six months, and that constituted the education of his early years. All the time he was working on his father's farm, gaining physical strength and a strong foundation for the arduous years that were to come.

On July 23, 1903, P. M. Arthur, who had been grand chief of the Brotherhood of Locomotive Engineers for thirty years, dropped dead while making a speech to his comrades at Winnipeg, Canada. The board of trustees of the order at once looked about for a successor and of all the available men they selected Mr. Stone who, at the time, was chairman of the brotherhood's general committee of adjustment of the Rock Island system.

"I had only been east once in my entire life," Mr. Stone says in telling the story, "and that was when I went to Norfolk, Va., one time to attend a brotherhood convention. When the trustees wired me, offering me the position of grand chief of the brotherhood, I accepted and I made the journey to Cleveland, or my second excursion into the unknown lands of the east. I became head of the order whose headquarters are at Cleveland and have acted in that capacity ever since."

Most Trying Runs.

"What was the worst run that you can recall?" Mr. Stone was asked by a reporter.

"Nearly all runs in an engine cab are unpleasant," replied the engineer. "Of course, the most trying times are in the severe heat of midsummer and the awful cold of midwinter, and especially in the northwest is this true. The winters in that section, as everyone knows, are very severe and the labors of the engineer and fireman in the cab during weather that is 40 to 50 degrees below zero, snow falling so thick that it looks like wool and all nerves at a tension in the struggle to do their duty cause the men in the engine's cab to reach the conclusion that no trip can be any worse than the last trip under such conditions."

COWBOY FIREMAN LEADS 85,000 COMRADES

Nearly every member of the firemen's brotherhood calls him "Bill." This is their way of showing their affection for William S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen. "Bill" Carter also possesses the entire confidence of his brothers in the ranks. The reason for this is well known among the 85,000 members of the organization. Nearly every fireman whose livelihood is derived from scooping coal or turning oil into the furnaces of our modern locomotives is familiar with Mr. Carter's career.

Although a comparatively young man, President Carter's life may be accurately divided into ten chapters. These chapters could be headed "Cowboy," "Ranch Superintendent," "Fireman on an Old Woodburner," "Baggage Man," "Switch Engineer," "Locomotive Hostler," "Locomotive Engineer," "Editor and Manager of the Fireman's Magazine," "Secretary and Treasurer of the National Organization," and "President of the same."

He was born in Austin, Tex., August 11, 1859, and his boyhood days were spent in western Texas, at that time a wild frontier country. There were no railroads in that section then and the great ranches were few and far between. There were virtually no improvements of any character west of the Colorado river and the only evidences of advancing civilization were the dugouts of the ranchers who owned the cattle that grazed on the public lands of the state. Connecting with the outer world were the wires of the government telegraph running from Fort Worth to where the city of El Paso is now located.

Up to 18 years of age, Mr. Carter led the life of a typical cowboy. There were many Indians in that section and the theft of cattle was a common occurrence. Mr. Carter recalls that ordinarily the Comanches were the offenders and now and then there would be a little brush or skirmish between the cowboys and the redskins. However, the Tonkawas were friendly Indians and President Carter remembers them as quiet and peaceable people. The bucks were good scouts.

In those days there was a large ranch which was widely known in that part of Texas as the Dacus ranch on Brushy creek and when Mr. Carter was well into his teens because of his knowledge of cattle and business ability he was offered the superintendency of this place. Shortly afterwards he assisted in the sale of it and the new owner promptly drafted him as manager of a small wooden tramway which was used to bring in green lumber from the forest.

"I took the job," Mr. Carter relates, "and it was my first experience as a railroad man. The cars were very small and three large mules hitched in tandem furnished the locomotive power. The drivers of the mules were negroes and I was the superintendent of the drivers, the mules and the entire seven-mile length of the road."

Mr. Carter received what was considered at that time high wages for this work but he was offered a job as fireman on a wood burning locomotive on the old Central Montgomery railway, and he accepted, although the salary was smaller. He worked in the small cab of this old woodburner until November, 1884 and for the next three years he was out of railway service entirely. During part of 1884-1887 Mr. Carter labored in the baggage department of the Texas, Central & Great Northern railroad and from 1887 to 1888 he was in the locomotive hostler service on the same line. From 1888 to June 1890, he handled the throttle of a switch engine for the International and then entered the service of the Denver & Berkley Park railroad, a suburban line, and continued therein until May, 1891.

The scene of Mr. Carter's next labors was down in Old Mexico, on the Monterey & Mexican Gulf railroad, where he hostled and ran a road engine, working there until May, 1892. The next few years he was a fireman on the Missouri, Kansas & Texas, and by this time had become so well versed in the engineman's craft that at the Harrisburg convention, September, 1894, the delegates chose him editor and manager of the "Brotherhood of Locomotive Firemen's Magazine." He assumed the duties of that position October 1, of the same year.

During the period of his editorship Mr. Carter was credited by railroad men, both employers and employes, with bringing the organization's publication up to a high state of excellence and prosperity. It was said of the magazine under his direction that it was the peer of any other like publication in the world in point of technical accuracy and the character of the information offered to its readers.

On January 1, 1904, Mr. Carter became grand secretary and treasurer of the brotherhood, having been chosen for that position by the grand executive board to fill the vacancy created by the resignation of Frank W. Arnold. He was re-elected to succeed himself in that position at the conventions of 1904 and 1906, and at the Columbus convention in 1908 he was elected president of the brotherhood. Mr. Carter stepped into this office January 1, 1909, and has continued as chief executive ever since.

And what of the man himself? His friends know him as a tremendous worker. They say he never tires; that his steam is always up and the fire brightly burning. They also tell each other that the brotherhood of which he is the head is a fetish with "Bill" Carter. Its success is his life. This has been demonstrated time and again at the wage arbitration hearing in Chicago where Mr. Carter alongside of Warren S. Stone, president of the Brotherhood of Locomotive Engineers is a prominent figure.

RED CROSS TO AID SUFFERING IN OLD MEXICO

Officer of Society Will Visit Albuquerque in Near Future in Campaign to Relieve Destitution.

(BY MORNING JOURNAL SPECIAL LEASED WIRE)

Washington, Jan. 4.—Relief of destitute non-combatants in northern Mexico has been undertaken by the American Red Cross. Arrangements have been made by telegraph for the purchase of enough corn to relieve the immediate needs of several thousand families reported to be starving in the vicinity of Monterey, and tomorrow Acting National director, S. P. Morris, will leave for the southwest to make a personal appeal to commercial organizations for aid.

Major General Davis, chairman of the Red Cross central committee, in a letter to Mr. Morris today described conditions in Mexico as "most acute."

"The crying need of these poor people is food and clothing, especially food," wrote General Davis, "and very fortunately, too, for us, their needs are for such commodities as are easiest found in the United States, in most cases corn, beans and rice. The central committee of the Red Cross feels that if the existing conditions, especially in the border towns of Mexico are brought to the knowledge of chambers of commerce and boards of trade in the principal cities in the southwest, they will be glad to send forward carloads of supplies.

Mr. Morris will go first to St. Louis, Kansas City, Albuquerque, Clovis, El Paso, San Antonio and Laredo and then make a trip for personal inspection of conditions in the neighborhood of Monterey, Matamaros and Chihuahua.

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NEWSPAPERS ARE SHARPLY SCORED FOR CRITICISMS

Secretary McAdoo Says Press Should Not Pass Rash Judgment on New System of Banking and Currency.

(BY MORNING JOURNAL SPECIAL LEASED WIRE)

San Francisco, Jan. 4.—Criticisms of the federal reserve act and its workings, made by newspaper writers, cause the people of the country to suspect the integrity of the country's financial structure, Secretary McAdoo declared here today at a luncheon tendered him by directors of the Panama-Pacific exposition.

Secretary McAdoo urged that matters of vital importance to the nation be treated by the press without political bias.

"I read in a California paper yesterday about the federal reserve act being all wrong," he said. "When I read such statements I always wonder what the motive is. Here were three columns devoted to trying to prove that the whole system was merely experimental. Such an article seems absolutely to be wantonness, to be reckless, to be utterly in disregard of all the people of this country.

"Here is a system that has been in existence a little over six weeks. Six weeks! And yet they are talking about it being only a tentative thing. Of course, it is just sheer buncomb, written by some gentleman who had had a nightmare or a bad dream and who was trying to work it off because he happened to be the owner of a newspaper. But many people won't understand those things and are made to feel timid about the financial structure of the country.

"Let us make it clear that men who seek to destroy confidence by these means are absolutely committing a crime against the prosperity of the American people."

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10	Overland Express	7:35a	8:05a
2	Eastern Express	2:15p	2:40p
4	California Limited	6:40p	7:00p
8	K. C. & Chi. Ex.	7:15p	8:45p
	Southbound.		
809	El Paso & Mex. Exp.		12:20a
811	Pecos Valley Exp.		7:50p
815	El Paso Passenger		8:20a
	Northbound.		
810	From Mex. & El Paso	7:00a	
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812	From Pecos Val. & Cut-Off	8:40p	

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Injured in Auto Accident.

Denver, Jan. 4.—The overturning of an automobile driven by William J. Galligan, former state treasurer, near Morrison, last Sunday, resulted in the probable fatal injury to Mrs. T. J. Ryan, mother of Mrs. Galligan, according to information here today. Miss Helen Galligan was also slightly injured. Mrs. Galligan, her daughter Gertrude and Mr. Galligan, other occupants of the car, were uninjured.

HEADACHES

Thousands of men and women suffer from headaches every day, other thousands have headaches every week or every month, and still others have headaches occasionally, but not at regular intervals. The best Doctor is often unable to find the cause of many of these headaches, and in most other cases, knowing the cause, he does not know what will remove it, so as to give a permanent cure. All he can do is to prescribe the usual pain relievers, which give temporary relief, but the headache returns as usual, and treatment is again necessary. If you suffer from headaches, no matter what their nature, take Anti-kamnia Tablets, and the results will be satisfactory in the highest degree. You can obtain them at all druggists in any quantity, 10c worth, 25c worth or more. Ask for A-K Tablets.

SICK-HEADACHES

Sick-headache, the most miserable of all sicknesses, loses its terrors when A-K Tablets are taken. When you feel an attack coming on, take two tablets, and in many cases, the attack will be warded off. During an attack take one A-K Tablet every two hours. The rest and comfort which follow, can be obtained in no other way.

Genuine A-K Tablets bear the AK monogram. At all druggists.

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Kansas City, Mo., Oct. 24, 1914:—"My husband had a rash all over his body, and soon the WHOLE FAMILY was in the same condition. It looked scaly and raised up on the arms and body in big bumps. This trouble burned and itched so that it would nearly drive one crazy. It was always worse at night, so we could not sleep. We all had this trouble for about two or three years, and during that time tried many remedies and prescriptions with no results. We tried Resinol Ointment and Resinol Soap and it RELIEVED AT ONCE, and before the third jar of ointment had been used, we were all completely cured. It has been four months since we were cured, and there are no traces of the trouble."—(Signed) Mrs. E. A. Clarkson, 1520 Lawn Ave.

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