

PAUSE ON BOTH BATTLE FRONTS

Great Britain Awaits With Expectancy Next Move in War Game.

GERMANY MAY BE PLANNING DRIVE

Might Be Against Either Paris, Calais or Warsaw—Kaiser Said to Be Mov- ing Heavy Guns to East For possible Attack on Poland's Capital—Great Britain Well Supplied With Munitions Except Shells.

London, June 25.—There is a pause, at the present time, on both battle fronts on the continent. The British public with breathless expectancy awaits the next move. It is conceded that this move is Germany's and it may be made against Warsaw, Paris or Calais.

German activity reported in the Argonne may indicate a drive on Paris, but the closing of the Belgian frontier from the east and the attempt to break thru to the English channel. Many contemplate no effort to reach Paris or Calais until a drive is made at Warsaw.

Little Activity Elsewhere.
No great activity is to be noted along any of the minor fronts. The Italians claim to be engaged in consolidating the positions they have won along the river Isonzo, while from the Dardanelles come reports of heavy losses by the Turks in defending the Peninsula.

The question of munitions still is absorbing attention in England. The house of commons has been assured by Walter Runciman, president of the board of trade, that Great Britain has sufficient high explosives for her own use and that she need have no concern over her food supplies, but that the requirements for shells are still acute.

Heavy Guns Sent East.
A Central News dispatch from Amsterdam says several long range heavy guns have been sent to the German front on the Buzura river, in Poland, where it is believed they will be used in an advance against Warsaw.

Since the fall of Lemberg military experts have expressed the belief that the Austro-German allied attempt to continue their drive in an attempt to capture Warsaw. On previous occasions the Germans have hammered their way almost without artillery range of Warsaw but have always been driven back by Grand Duke Nicholas.

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NO EMBARGO ON ARMS PLANNED

State Department Takes Occasion to Deny Pub- lished Reports.

Washington, June 25.—The United States is not considering placing an embargo on shipments to any belligerent country. This was stated officially today at the state department as a result of published reports that an embargo on shipments of American products to England was likely in retaliation for British interference with American trade with neutrals.

NOT TO RETALIATE AGAINST BRITAIN

State Department Has No Word Regarding Reported Occupation of Mexico City by Carranza Forces— Carranza Gives Assurances That In- terests of Non-Combatants Will Be Looked After if Forces Take City.

DANIELS APPEALS TO NAVY COLLEGE

Urges Officers to Profit by Lessons of European War and to Discard Old Theories Which Fail to Stand Acid Test.

Newport, R. I., June 25.—In an address at the opening session of the Navy War College here today, Secretary Daniels appealed to American naval officers to profit by the lessons that have been taught by the great war in Europe and to fearlessly discard old theories which fail to stand the acid test. He referred briefly to the navy program for the coming year and expressed confidence that congress would authorize any increase recommended.

"In personnel and material the navy is larger than ever before," Mr. Daniels said. "Its men are trained and fit. Its experts in every department are active to remedy any defects of the past and to take advantage of all that has been learned in the only true school in which this knowledge may be obtained, by observing thru our experts in Europe all that may be learned from actual war."

"As you look abroad, you see the foundation of old theories crumbling every day. Old tactics, old strategies, old theories of naval warfare which have stood unchallenged, as almost axiomatic since the trirames off Carthage and Rome grappled together in the Mediterranean, are disappearing over night. If war upon the land has reverted to the bayonet and the hand grenade, war upon the sea has leaped forward at a single stride and broken almost every shackle of ancient convention."

"We have seen the main fleet of the greatest sea nation in the world withdrawn from the seas to some secluded harbor without having fired a shot during the first year of a mighty conflict. We have seen battles begun at sea, believed to be impossible and ships disabled by shots from guns as yet invisible. We have been told that modern sea fights would be determined in the first ten minutes, yet we have seen that it took six hours to decide the fate of the ocean battles of the present war. We have seen ships of shallow draft used as fortresses to protect land armies on the Belgian coast."

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ANNEXATION OF TERRITORY OPPOSED

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President Wilson Takes Walk in Woods Had Good Night's Rest.

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There is only one condition to the promise to send the republican convention here. That is the raising of \$100,000 to meet the expenses of the gathering. Those who have had a hand in raising money for similar occasions in the past say the condition is easy. When the bill had been settled four years ago \$22,000 was returned to contributors.

BIG AUTO DERBY ON IN CHICAGO

Twenty-one Cars Entered in 500-Mile Race on New Board Speedway—Effort to Break All World's Records.

Chicago, June 25.—Thousands of persons early today were on their way to the new two-mile automobile speedway, advertised as the fastest in the world, to witness the 500-mile derby, participated in by twenty-one of the best known drivers in the country. Twenty years ago a so-called "horseless carriage," driven by Charles Duryea, Springfield, Mass., ploughed thru the snow between Chicago and Evanston, and won the first race ever held in this country. His time for the forty-mile route was 74 miles an hour. Today the finest creations of the engineers of three countries met at 10 o'clock to battle for \$54,000 in prize money, and they expect to go twice times as fast as Duryea did at his time.

The drivers have two 500-mile marks to shoot at. First comes the Bragglands, England, mark of 94.5 miles an hour, made in 1913 by Resta, Chasagne and Guines, who relieved each other at intervals of twelve-hour runs. The Indianapolis record of 89.3 miles an hour, established by Ralph DePalma, who won the Hoosier classic this year.

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Resta made 160 miles in 1:36:44, a world's record. His rate was 93.24 miles an hour, approximately ten miles an hour faster than the previous record made by DePalma at Indianapolis. Automobile men here predicted that the race would shatter every competitive speedway record in the world.

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T.-R. BULLETIN NEWS OF THE DAY

The Weather. Sun rises June 27 at 4:30; sets at 7:25.

Iowa—Partly cloudy, with probably showers tonight or Sunday; warmer in northwest portion tonight; cooler in west portion Sunday.

Telegraphic News.
Lull on Both Great Battle Fronts.
German Socialists Demand Peace.
No Embargo on Arms Planned.
Chicago War Hits Other Cities.
Daniels Suggests Naval Officers Walk Up.

PAGES TWO AND THREE.

Iowa News.
Rate Plan to Boost Stocks.
Cummins Urges Support of Wilson Policy.
Egan Facing Another Disbarment Suit.
Robinson Makes Great Flight.

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Editorial.
Jumping to a Second Conclusion.
Order the Crib Lumber.
Don't Leave a Law Suit.
Gathered in the Byways.
Story: Wallingford and Blackie Daw.

PAGE FIVE.

Lawyers Want Good Roads.
Cities Control Acreways.
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City News.
Burglars Rob Clark Store.
Audubon County Sues Marshall County.
Mason City Beats Ansona.
After New Manager For Team.
Local Comment.
News of Twenty-five Years Ago.

PAGE TEN.

Markets and General.
Wheat Gains Lost.
Favorable Weather Eases Corn.
Cattle Steady.
Hogs Slow and Lower.
Real Estate in Rate Case.

that since 1910 the roads had made about a billion dollars worth of improvements. In some cases he intimated money for the improvements might have been taken from operating revenues, therefore the ratios between those revenues and the net revenues had decreased.

Mr. Thorne argued that western road revenues already were 30 per cent higher than the revenues of eastern roads. He contended that the securities of the roads commanded better prices than most industrials.