WAR NEWS CAUSES BIG WHEAT BREAK

PRICES DECLINE AS MUCH AS 8½ CENTS AS RESULT OF ROUMANIA ENTERING WAR.

PROSPECT OF RAILWAY STRIKE IS BEAR FACTOR

Corn Holds Comparatively Steady, Sellers Not Being Numerous—Oats Trade Is Governed by Action of Corn, With Prices Heading Downward—Provisions Average Lower.

Chicago, Aug. 28.—Wheat prices broke as much as 8½ cents a bushel today, chiefly as a result of a declaration of war by Roumania. The prospect of a general railway strike in the United States formed an additional element in depressing the market but by far the greater number of sales came about owing to the assumed chance of a quicker conclusion of the European war. It also was inferred that the entrance of Roumania would favor the opening of the Dardanelles and cause the release of Russian wheat to compete with supplies from America. Opening prices ranged from 1 cent to 8½ cents lower, with September at $1.44 to $1.49, and December at $1.45½ to $1.53, but subsequent rallies lifted the market 3 to 3½ cents from the bottom.

Renewed weakness followed. Country selling specially widened out, and support lessened from shorts who had been taking profits. The close was excited owing to word that fighting had alrady begun on the Roumanian frontier. Final prices were 9⅜ to 11¼ cents lower with September at $1.40½ to $1.40¾ and December at $1.43¾ to $1.44⅜.

Corn.

Corn held comparatively steady. Sellers were not numerous. After opening ⅛ to ½ lower, the market underwent a moderate further sag.

Eastern longs who were the largest buyers last week did most of the selling today. The close was weak, at 1¼ to 2⅞ cents net decline.

Oats.

Oats were governed by corn. Price changes were downward.

Provisions.

Provisions averaged lower with grain. The market had a neglected appearance.

Chicago Grain Close.

Chicago, Aug. 28.

Wheat—No. 2 red, nominal; No. 3 red, 1.44¾@1.47⅞; No. 2 hard, 1.47⅜@1.50¾; No. 3 hard, 1.46¼@1.49¼.

Corn—No. 2 yellow, 86@87; No. 4 white 83@83½; No. 4 yellow, 83@84½.

Oats—No. 3 white, 45½@47½; etandard, 46@48.

Range of Chicago Grain Prices.

Chicago, Aug. 28.

Wheat—September, opened at 1.44; highest 1.49¼; lowest 1.40½; closed 1.40½; December, opened at 1.45½; closed 1.43¾.

Corn—September, opened at 85⅞; highest 86; lowest 84½; closed 84¾; December, opened at 74½; closed 72¼.

Oats—September, opened at 46½; highest 47½; lowest 44; closed 44⅝; December, opened at 45⅝; closed 47⅛.

Range of Prices.

Furnished by Taylor & Patton, grain merchants, over 22 East Main street. Phone 68.

	Open.	High.	Low.	—Close— To- day.	Yes- t'rday
Wheat—					
Sept.	146½	149	140½	140⅝	151¾
Dec.	148¾	152	143¾	144	153⅞
May	152½	155	146⅜	146⅝	156
Corn—					
Sept.	85⅞	85⅞	84¼	84¾	86
Dec.	74⅝	74¾	72	72¼	75
May	78¼	78⅜	75½	75⅝	78½
Oats—					
Sept.	46⅝	47½	44	44⅝	46⅞
Dec.	49¾	50	46¾	47⅛	49¾
May	53	53¼	49⅝	50⅜	53¼
Pork—					
Sept.	27.05	27.20	27.05	27.20	27.05
Oct.	25.92	25.97	25.92	25.97	26.10
Lard—					
Sept.	14.15	14.15	13.87	13.87	14.15
Oct.	14.02	14.10	13.90	13.90	14.226
Ribs—					
Sept.	14.32	14.32	14.17	14.17	14.40
Oct.	14.10	14.02	13.90	13.90	14.15

Chicago Produce.

Chicago, Aug. 28.

Butter—Steady; creamery, 26@31.

Eggs—Steady; receipts, 5,989 cases; at mark, cases included, 18@24; ordinary firsts, 23@23½; firsts, 25@25½.

Poultry—Alive, higher; fowls, 14@17; springs, 21.

Pork—Cash 27.85; September, 27.20; December, 23.35.

Lard—Cash, 13.92½; September, 13.87½; October, 13.90.

Ribs—Cash, 14.00@14.37½; September, 14.17½; January, 12.75.

Rye—No. 2, 1.24½@1.25½.

Barley—75@1.13.

Timothy—Nominal.

Clover—Nominal.

Chicago Potato Market.

Chicago, Aug. 28.

Potatoes—Higher; Jersey bulk cobblers, 1.30@1.35; Jersey Giants, 1.20@1.25; Minnesota early Ohios, 1.15@1.18; receipts, 45 cars.

Peoria Cash Grain Close.

[Furnished by Taylor & Patton, over 22 East Main street.]

Corn—Receipts, 124 cars; ½ lower; No. 2, 86; No. 3, 85½; No. 5, 83; No. 6, 81½; No. 3 white, 85½; No. 4 white, 84½; No. 2 yellow, 86; No. 3 yellow, 85½; No. 4 yellow, 84½; No. 5 yellow, 83; No. 6 yellow, 81½@82½; sample grade, 72@78.

Oats—Receipts, 22 cars; ¾@1 lower; No. 2 white, 46@46¼; No. 3 white, 45½@45¾; No. 4 white, 45; standard, 46; sample grade, 44½.

New York Produce.

New York, Aug. 28.

Butter—Steadier; receipts, 754 tubs; creamery extras, 32½@33; extra firsts 30⅝@31½; extra seconds, 28½@30.

Cheese—Strong; receipts, 1,760 boxes; state whole milk special, white or colored, 17⅞@18; average fancy, 17¼.

Eggs—Steady; receipts 10,376 cases; fresh gathered selected extras, 33@34; extra firsts, 31@32; firsts, 29@30.

Poultry—Alive, firm; no prices quoted; dressed, firm; fresh killed western chickens, 23@31; fowls, 17@22½; turkeys, 25@32.

Liverpool Grain.

Liverpool, Aug. 28.—Wheat—No. 1 Manitoba 15s; No. 2 Manitoba, 14s 11d; No. 2 red western winter, 15s.

Corn—New American mixed, 10s 9d.

STANDARDIZE HOSPITAL WORK.

American Association to Discuss Important Reforms at Conference.

Philadelphia, Aug. 28.—Standardization of hospital work and the training of nurses will be the principal subjects of discussion at the eighteenth annual conference of the American Hospital Association here Sept. 26 to 30. Fifteen hundred professional hospital men are expected to attend.

According to Dr. William H. Walsh, former superintendent of the municipal hospital of this city, the convention will take action towad establishing uniformity in hospital work, possibly even to the use of surgical instruments, and toward placing the nursing profession on the highest plane. The question whether hospitals which reject venereal cases should not be cut off from state appropriations may also be considered.

Many members of the association believe that a hospital should be prepared to receive any kind of a case, even to contagious diseases. Many persons who are seriously ill from a contagious or venereal disease prefer to undergo treatment at home rather than feel the stigma of entering a special hospital for the treatment of such diseases.

The association will go on record, it is predicted, in favor of a properly organized dental clinic for every hospital, inasmuch as physicians agree that mouth treatment is of vital importance in the battle against germs.

The keynote of the discussions will be sounded by Dr. John O. Hornsby, of Chicago, who will submit a report on "The Standardization of Hospital Organization"; and the annual address of the president of the association by Dr. Winfred H. Smith, superintendent of Johns Hopkins Hospital, will be one of the opening features.

Other speakers and their topics will include: "Medical Organization and Medical Education", by Dr. Charles Young of New York; "The Open Door Hospital", by Dr. W. L. Babcock of Detroit; "What Dispensary Work Should Stand For", by Dr. Richard Cabott of Boston; "Clinics for Venereal Diseases", by Dr. William S. Snow, secretary of the American Social Hygiene Association; "Industrial Accident Cases in Dispensaries", by Dr. William H. Walsh of Philadelphia; "Hospitals and Esthetics", Grosvenor Atterbury, New York; "The Hospital Dietary", by Dr. Elliott P. Joslyn, of Harvard University; "Practicable Methods of Preventing the Spread of Infection in Hospitals", by Dr. Robert J. Wilson of the New York Health Department; "The So-Called Diphtheria Epidemics in General Hospitals", by Clyde G. Guthrie of Johns Hopkins University; "The Preliminary Work in Establishing a New Hospital", by Ida Barrett of Grand Rapids; "Dental Clinics in General Hospitals", by Dr. Thomas B. Hartzell, Minneapolis; "How the Scientific Services May Be Standardized in the Small Hospital", Dr. O. L. Pelton, Elgin, Ill.

ELEVEN RACING CARS WRECKED.

Pile-Up on Kalamazoo Track Kills Two and Injures Others.

Kalamazoo, Mich., Aug. 28.—Two men were killed and eight others injured, one of them fatally, when eleven of fourteen automobiles piled up at the first turn during the 100-mile race at Recreation park here Sunday afternoon.

The dead:

Marion Arnold, mechanician, Chicago, decapitated.

Jack Peacock, driver, Brooklyn, both hips broken and head crushed; died in hospital.

Probably fatally injured:

F. E. Marquette, Kalamazoo, mechanician for Peacock, head injured and left leg broken in three places; unconscious.

Among the others injured are:

Jimmy Alexander, of Sioux City, Iowa, mechanician, badly bruised.

The accident occurred when Peacock's car, leading in the race skidded and struck the fence at the first turn. It was overturned and thrown across the track. Before track attendants could signal the other drivers ten of the machines, going at a terrific pace, plowed into the overturned car. Five of them were completely demolished.

The car driven by Andy Burt, whose mechanician, Marion Arnold, was killed, was first to strike the car of Peacock. Burt was badly bruised.

Nine others came into the wreckage a moment later.

Dysentery in Alabama.

"My little four year old boy had a severe attack of dysentery. We gave him Chamberlain's Colic, Cholera and Diarrhoea Remedy and believe it saved his life," says Wm. H. Stribling, Carbon Hill, Ala. For sale by all dealers.—Advertisement.

HOG QUOTATIONS EASILY MAINTAINED

DEMAND FROM SHIPPERS AND SMALL PACKERS SUFFICIENT TO UPHOLD VALUES.

MARKET ON STEADY BASIS DESPITE BIG RUN

Cattle Comparatively Scarce and Current Prices Are Maintained—Offerings of Sheep and Lambs Overplentiful—Review of Market Conditions — Current Quotations at Live Stock Centers.

Chicago, Aug. 28.—Hog demand from shippers and small packers developed sufficient strength today to uphold quotations.

Average price of hogs at Chicago last week figured about 10.70, against 10.25 the previous week, 7.05 a year ago and 9.00 for the same week two years ago.

Average weight fell off during the week. The estimated average weight figured about 231 pounds, against 235 pounds last week, 248 pounds a year ago and 254 pounds two years ago.

At the eleven markets Saturday there were only about 31,400 hogs received against 33,800 a week ago, 39,000 a year ago and 35,200 two years ago. Week's supply at these markets totaled about 397,000 head, against 436,000 last week, 353,000 a year ago and 388,000 two years ago. So far this year these markets have received about 19,465,000 head, against 17,254,000 last year and 15,146,000 for same period two years ago.

Cattle.

Cattle were comparatively scarse and prices ruled strong.

On the present basis of values all such steers as took 10.25@10.75 last Monday are now quotable at 9.50@10.00, and it is doubtful if a prime drove could land much above 10.60. Steers that made 10.00 a week ago are now an 8.75@9.10 proposition, and like declines are in force for steers of plain and medium grade of current value all the way down to 7.50@8.25, the cheaper priced stuff being anywhere from 40 cents to 75 cents lower than last week.

Contrasting with the badly broken basis of cattle prices late last week was a steady to higher level of wholesale costs in the local beef market. No. 1 and No. 2 ribs being ½@1 cent higher than last week and No. 1 loins 1 cent higher Such a market for beef could only signalize a good demand for it in spite of the big supplies of cattle. Killers' purchases at the sharply lower prices are thus due to yield a profit considerably above normal, as against the severe losses suffered by country shippers.

The situation will necessarily have to improve to a very material extent if the country is to be justified in shipping cattle freely during the next week or two. To unload a generous crop on the market this week would be business suicide on part of country shippers.

Nothing is claimed to be wrong with the outlet for beef. It is the killers' inability to secure labor enough to slaughter an increasing run of steers into all the markets. All other industries are calling for labor and many of the killing gangs have been reduced in numbers as a result of workers quitting their posts in search of better paying positions elsewhere.

Sheep.

Sheep and lambs seemed overplentiful.

Receipts here last week total approximately 102,400 head, the largest week's run since January, 1915. Of this number 265 double decks, approximately 75,000 head, consisted of range stock. The week's total is about 16,500 in excess of the week previous and about 39,000 larger than the supply of the corresponding week last year. Six western markets have received about 259,000 head in the aggregate last week, the heaviest marketing for one week since October last, about 47,000 more than the week previous and 12,000 more than a year ago.

A broad feeder demand and increased quota of feeding stock in the receipts here and at river markets has swelled outgoing shipments materially, Chicago having sent out about 21,500 head during the week, nearly all of which went to the country for feeding and breeding purposes. This is the largest week's shipments from Chicago since October, 1914. Regardless of the increased feeder movement, however, packers have been able to force prices for killing classes off sharply.

Chicago Live Stock.

Chicago, Aug. 28.—Cattle—Estimated receipts for today, 12,000; market strong.

Native beef steers	6.60@10.95
Western steers	6.40@ 8.65
Stockers and feeders	4.80@ 7.70
Cows and heifers	3.35@ 9.00
Calves	8.50@11.75

Hogs—Estimated receipts for today, 36,000; market steady.

Bulk of sales	10.40@11.00
Light	10.50@11.15
Mixed	10.15@11.10
Heavy	10.00@11.10
Rough	10.00@10.25
Pigs	7.40@ 9.50

Sheep—Estimated receipts for today, 27,000; market weak.

Wethers	6.10@ 7.60
Native lambs	6.25@10.25

Representative Hog Sales.

	Average.	Price.
76 mixed hogs	214	10.40
74 mixed hogs	232	10.50
70 mixed hogs	224	10.60
66 mixed hogs	246	10.70
62 good heavies	284	10.80
60 good heavies	316	10.85
58 good heavies	334	10.90
56 good heavies	346	11.00
7 rough hogs	387	10.00
8 rough hogs	421	10.25
79 lights	149	10.65
76 lights	156	10.75
70 lights	178	10.85
66 lights	169	11.00

Representative Cattle Sales.

	Average.	Price.
20 steers	946	6.65
19 steers	1032	6.75
19 steers	1087	6.90
18 steers	1164	7.00
18 steers	1192	7.20
17 steers	1216	7.35
18 steers	1186	7.40
17 steers	1271	7.50
16 steers	1242	7.65
16 steers	1326	7.75
15 steers	1271	7.85
14 steers	1384	7.90
15 steers	1364	8.00
13 steers	1458	8.20
12 steers	1341	8.35
12 steers	1476	8.50
11 steers	1521	8.70
10 steers	1496	8.90

Omaha Live Stock.

Omaha, Aug. 28.—Cattle—Estimated receipts for today, 12,400; market steady.

Native steers	7.00@10.50
Cows and heifers	6.00@ 7.50
Western steers	7.00@ 8.75
Texas steers	6.20@ 7.20
Stockers and feeders	6.00@ 8.25

Hogs—Estimated receipts for today, 4,800; market higher.

Heavy	10.10@10.50
Light	10.20@10.70
Pigs	9.00@10.00
Bulk	10.20@10.50

Sheep—Estimated receipts for today, 38,000; market lower.

Yearlings	6.50@ 7.50
Wethers	6.25@ 7.25
Lambs	10.00@10.50

Kansas City Live Stock.

Kansas City, Aug. 28.—Cattle—Estimated receipts for today, 17,000; market strong to 25 cents higher.

Prime fed steers	9.75@10.75
Dressed beef steers	8.25@ 9.25
Western steers	6.50@ 9.00
Southern steers	5.50@ 8.25
Native cows	4.50@ 7.25
Heifers	6.00@10.25
Stockers and feeders	5.75@ 8.25
Bulls	5.25@ 7.00
Calves	6.50@11.00

Hogs—Estimated receipts for today, 5,000; market 5 to 10 cents higher.

Bulk	10.50@10.75
Heavy	10.00@10.50
Packers and butchers	10.25@10.85
Light	10.25@10.80
Pigs	8.50@10.00

Sheep—Estimated receipts for today, 8,000; market steady.

Lambs	9.75@10.50
Yearlings	7.25@ 8.25
Range wethers	7.00@ 7.50
Range ewes	6.50@ 7.00

WIRE SERVICE HAMPERED.

Telephone and Telegraph Circuits Affected by Aurora Borealis.

New York, Aug. 28.—Telephone and telegraph service thruout the east and west was seriously crippled Saturday night by the aurora borealis, described by officials of companies in this city as perhaps the most depressing on wire circuits in many years. The disturbance was first observed about 7 p. m. By midnight, it was said, the service of telegraph companies east of Chicago and as far north as Minneapolis was only about 50 per cent normal. Southern circuits were not much affected.

It was explained that in some instances the foreign battery caused by earth currents, ranged from 75 volts positive to 75 volts negative. At Minneapolis where, it was said, the sky was unusually bright, both telegraph and telephone circuits virtually were put out of commission for several hours.

The fact that wires running east and west suffered more than those traveling in a southerly direction is attributed to parallel earth currents.

Chicago, Aug. 28—Meteoric displays running sometimes from the zenith to horizon were observed Saturday night thruout the middle west, according to reports from a number of sections received here. Efforts to get a scientific explanation for the phenomena from Loyola and De Paul university observatories brought the information that professors were not available. According to reports the paths of light across the sky were observed for four or five hours during the early part of the night.

The postal Telegraph Company here reported that its business was greatly hampered by the electrical currents attributed to the meteoric display. This condition obtained in all directions for hundreds of miles around Chicago. The Western Union Telegraph Company reported that its east and north wires in particular were affected by electrical currents. Wire chiefs of each telegraph company said that in many instances they were forced to abandon altogether their quadruple and duplex wires.

Charity.

"Please, kind lady," said the wayfarer, "I ain't had a bite to eat in 24 hours."

"You're just the man I'm looking for," replied the lady of the house. "My husband gathered a mess of mushrooms this morning, and I want to make sure they are not toadstools. Just wait a moment and I'll bring you a dish of them."

There Were Others.

Redd—You say he ran into debt when he got his car?

Greene—Yes; that was the first thing he ran into.—Yonkers Statesman

STRIKEBREAKERS FEW AS RAILROADS BID

CHIEFS OF LINES CONFERRING DAILY TO DECIDE ON ACTION IF STRIKE COMES.

SKILLED MEN SCARCE; SOME WILL KEEP JOBS

Roads Centering in Chicago Declare 20 Per Cent of Brotherhood Members Will Refuse to Leave Posts—Plans to Take Care of Milk and Mails First—Protection For Trains Demanded.

Chicago, Aug. 28.—Preparations to meet a strike on short notice have been made by railway operating officials in Chicago while awaiting results of the conferences between President Wilson, the labor leaders, and the heads of railways.

Almost daily conferences of an informal nature have been held between the operating heads of the principal roads. The same railways have been bidding against each other for the services of skilled strikebreakers able to handle the trains and care for the terminal facilities.

Milk and Mail First.

In event of a strike the plans of the railways call for a first effort to run what will be known as "milk and mail express trains." These trains will be made up of mail coaches, baggage cars for milk, and other perishable foods, and possibly some day coaches. The passenger traffic will be confined almost wholly to suburban business.

President Wilson would be asked to protect the operation of these trains.

Among the railway officials said to have participated in conferences which brought about these tentative plans are S. G. Strickland, vice president of the Northwestern; H. E. Byram, vice president of the Burlington; Thomas J. Foley, general manager of the Illinois Central, and D. L. Bush, vice president of the St. Paul.

Skilled Men Scarce.

"It would be the wildest sort of guessing to say what per cent of our trains we could move in the event of a strike," said one official last night. "We have discussed the situation informally several times, and individually we are trying to get men, bidding against each other to do it. But the number of skilled men is very small.

"Personally I do not believe there will be a strike. I do not believe the brotherhoods dare go that far.

"But if there should be a strike, our first effort will be to carry the mail and the milk. The suburban traffic will come next.

"20 Per Cent of Men to Stay."

"It must be remembered that passenger engineers are not involved, but the switchmen are. It must also be remembered that we can count on 20 per cent of our employes remaining at their posts.

"The point is that although passenger engineers might be willing to work, they could not unless there were sufficient switchmen and conductors. I think we would do well to run 5 per cent of our trains the day after a strike was called. It would take two or three days before we could discover just what we could do."

MUST PAY IN ADVANCE.

New Regulations Affecting American Importers Adopted by Russia.

New York, Aug. 28.—New regulations affecting purchase by American importers of commodities in Russia were made here today, providing that payment be made in advance. Before the goods can be released from the Russian empire, it was stated, the American purchaser must furnish the Russian commercial attache in this city with a guarantee that the value of the shipment has been deposited in American dollars in the National City Bank here to the credit of the Russion minister of finance, before the commodities are sent forward.

The new regulations, it was stated, are for immediate enforcement and are applicable also to shipments for which payment was not made prior to May 14 last.

THE HEAT IS GOOD FOR YOU.

Summer Much More Healthful Than Winter, Doctor Assures.

Much has been said and written about the disadvantages of hot weather. Yet summer—even the hottest kind of a summer—has its advantages, one physician pointed out the other afternoon.

"In my opinion, it is the most beneficial of all the seasons, from a health standpoint," said he. "It tones us up for the rest of the year. If the hot weather didn't do anything more than to make us perspire, it would be extremely beneficial. Perspiration eliminates waste from the body and makes us drink more water. Again the added water that we drink purifies the blood and the whole system.

"There is another phase. We rest more and don't work or exert ourselves as much as in the winter.

"Fewer persons are sick in the summer, and, as our knowledge of health and sanitation increases, there will continue to be less disease and discomfort from the heat. We are out in the open more; our houses are open and we sleep on porches, so that with the same temperature in and out of doors we are able to keep in better condition. There is no question in my mind that summer is the most healthful season."—Kansas City Star.

The Cause of It All.

It was hard lines on old MacTammart, the laird of Tillifidley. He was keen to be out and about his business, and here he was laid up with a bad attack of gout.

The local doctor came, and, of course, began to examine the old man's foot. And the old man used bad language and wound up with an angry:

"Why don't ye strike at the root of the matter and get me better?"

Without a word the doctor picked up his walking stick and shattered a decanter of port wine, which stood on the table.

With a yelp of wrath and a grunt of pain, MacTammart sprang to his feet.

"Whit did ye dae that fur?" he demanded fiercely.

"Och," replied the doctor, a blunt old chap, "I wis jist striking at the root."

BENSON HAS CHANCE, HE THINKS, OF ELECTION TO THE PRESIDENCY

ALLAN L. BENSON

Thruout the country, especially in the larger cities, the socialist party is making an active campaign for its national, state and municipal candidates. Allan L. Benson, who was chosen thru a mail vote of the rank and file of the socialist party as the presidential candidate of the socialists, when questioned recently, said that he expected to poll not less than 2,000,000 votes. He believes that he has a splendid chance of being elected by his party's votes. He is a well known socialist writer and speaker and is a resident of Yonkers, N. Y.

ONLY WOMAN CAPTAIN DEAD.

Jefferson Davis Commissioned Miss Sally Tompkins, of Richmond.

Funeral services for Capt. Sally Louisa Tompkins, the only woman who ever received a commission as captain in the confederate cavalry, took place at the Home For Needy Confederate Women here.

Captain Tompkins was 83 years old. She was born at Poplar Grove, Mathews county, Virginia, Nov. 9, 1833, and was the daughter of Christopher and Mrs. Maria Patterson Tompkins.

During the civil war Captain Tompkins conducted the Robertson private hospital in Richmond. When an order was issued closing all private hospitals, she was commissioned captain of cavalry at the request of President Jefferson Davis, and allowed to conduct her hospital until the close of the war. The institution was maintained at her own expense while she was in the service of the confederacy.

Just after the war began Miss Tompkins, with her mother and sisters, was boarding at the Arlington House. About this time the confederate government being unable to care for all of the sick and wounded, made a call on the people to help in the hospital work. Altho boarding, she felt it was her duty to take care of at least one soldier, which she did. The late Judge Robertson heard of her interest in the work, and sent her a message that his family had gone to a farm to remain until the end of the war, and that she was welcome to his house. She took her mother's old cook and opened the hospital ten days after the first battle of Manassas, and kept it open until June 13, 1865.—Richmond Virginian.

JAPAN SENT US HONEYSUCKLES.

And Recently China Donated a New Variety of Fragrant Flowers.

Years ago Japan sent to this country a vigorous green vine which won favor thru its lavish display of fragrant white flowers in late spring. For a time the vine and flowers were kept within the bounds of gardens, lawns and parks. Then it ran away. Today you'll find it roaming along the roadside, climbing stumps and hedges. It needs no gardener, for it can take care of itself. It's the honeysuckle.

The Japanese variety which ran away joined some of its American cousins, who are just as pretty and just as fragrant. There's the coral honeysuckle, for example, a famous porch climber in the southern states, with trumpet-shaped flowers, red outside and scarlet within. In England they have the woodbine, a cream colored, fragrant relative of the honeysuckle.

Recently there came a new variety from China, where it was found on the tops of mountains 6,000 feet above the sea. Its foliage is almost evergreen, and the flowers are a reddish bronze. Another variety has red flowers, with yellow and buff markings.

There's no need to hunt for the honeysuckle. Its fragrance will announce it before you're near enough to see it.—Philadelphia North American.

Not So "Loony" After All.

Altho the notice plainly stated that fishing was prohibited there, the angler sat placidly dangling his line over the stream.

The irate keeper, who approached him, was surprised to see that the line was baited with a potato. In an amused voice he asked the intruder what he was doing.

"Fishing," was the reply. "You see, my health has been upset by financial worries, and I came down here to see if fresh air would help me."

Thinking that perhaps the poor chap was mentally afflicted, the keeper went away without denouncing him.

That evening the keeper was in the local tavern, telling his friends about the potato-baited line, when in walked the intruder.

"Any luck?" said the innkeeper kindly.

"Oh, fair!" was the reply, as the fisherman opened his basket and displayed a fine catch.

"Look here," stormed the infuriated keeper, "you didn't catch that lot with a potato."

"Oh, no!" said the angler coolly. "That was what I caught you with."

Patriotism!

"Of course, you want to serve your country," said the patriotic citizen.

"Yes," replied Senator Sorghum. "But I want my constituents to have first helping, as far as possible."—Washington Star.

PLAN TO CONNECT ENGLAND AND FRANCE BY CHANNEL TUNNEL

[Correspondence of Associated Press.]

Paris, Aug. 10.—France has taken all the necessary steps to enter into negotiations with England to build jointly a tunnel under the English channel to connect the two countries, the long-talked of project which the war has revived because it has demonstrated as nothing else could the value of the tube to both countries.

Had the tunnel been in existence during the present conflict it would have been of immeasurable value to England and France for the transportation of troops and supplies and would have liberated French and British war vessels from one of their biggest tasks.

The plans were outlined by M. Sartiaux, chief engineer of the Nord Railway Company, who is one of the strongest advocates of the project. He said:

"The tunnel will cost 16,000,000 pounds, half of which would be borne by England and half by France. Each country would bore one-half of the tunnel. Well, Britain is spending just now 6,000,000 pounds per day and France 4,000,000 pounds so that two days' war-time expenditure of both countries would more than cover the cost of making the tunnel.

"It is proposed to make two tunnels, one for traffic from France to England, another for traffic from England to France. Some people seem to think a cross-channel tunnel might be a danger, because it might fall into the hands of the enemy. To capture the French end would not be an easy task. The mouth of the tunnel on French soil would be ten miles from the coast, and in order to reach it the enemy would have to capture Calais, and negotiate three intervening hills of an average height of 150 feet.

"The tunnel on the French side would begin its journey under sea at Sangatte. In my belief it would be impossible for an enemy to reach the mouth of the tunnel and get at the electric plant. The motive power could be instantly suppressed and the tunnel immediately rendered useless by filling it with poisonous gas.

"One can hardly exaggerate the services the tunnel would have rendered to England and France had it been in existence when hostilities broke out. During the twenty hours' of daily use (for four hours must be deducted out of the twenty-four for up-keep and repairs, etc.) between 100 and 120 trains could have been sent in each direction.

"At 500 tons per train that represents 50,000 to 60,000 tons a day each way, much more than is necessary.

"Apart from the diminution in delay, risks, losses, and difficulties of every nature, the British fleet would have been liberated from one of the heaviest parts of its task and free to serve the cause of the allies in other directions."

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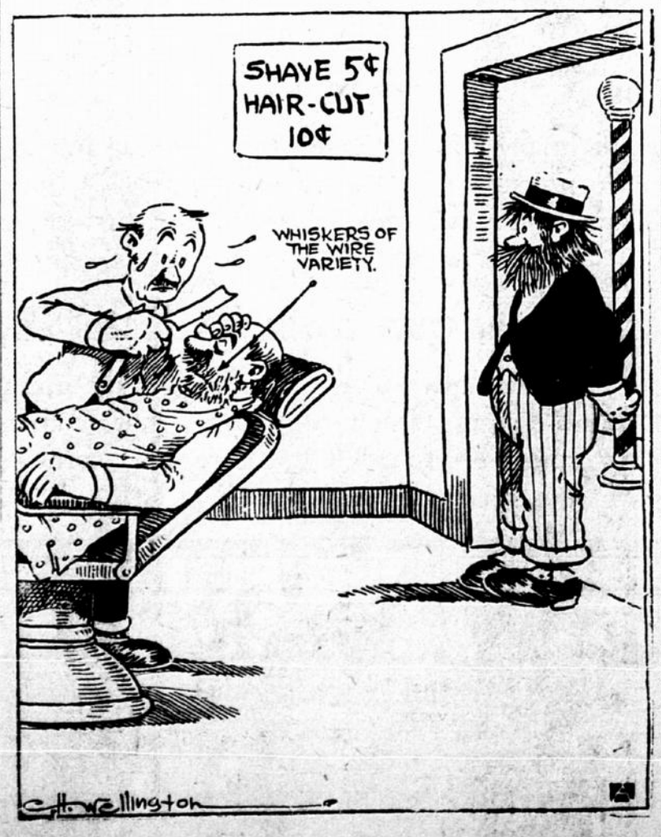
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