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ENGLAND IS A SOLEMN PLACE AND SHOWS IT

Face and Pace of Briton Indicates Effect of War on Mind of Populace.

TENSENESS, BUT NO ALARM

Edward B. Clark, Fresh From Ship Passage Through Mine-Strown St. George's Channel, Gives His Impressions of Trip.

By EDWARD B. CLARK.

London.—The American ship Philadelphia made Liverpool safe, for all the pre-sailing scare. St. George's channel and the Irish sea may have as many submarines in them as they have fish, which is exceedingly doubtful, but they are pleasant places with a sufficient half-moon shining down upon their waters.

Was there danger as the American liner made its way through these salt seas toward Liverpool? Perhaps, but, if so, no passenger on board gave expression to it in word or face.

There was a tenseness among the men and women on the ship, but it was an inward thing. No one with sense believed for a moment that a submarine would sink an American passenger ship. Thought dwelt on the possibility, but it seemed to be one which could come only as the offspring of an awful mistake.

Other American ships unquestionably will continue to go through the channel and the lesser sea unmenaced. There was the spice of a sense of danger to make the trip exhilarating or depressing as spice affects the human frame and mind. No one spoke of danger save rarely, and then the speakers were men. The women said nothing. In times that seem to be those of emergency, even if they are not, women always are stronger than men, but few men there be willing to admit the patent fact.

Show Up Vessel's Name.

As soon as the lights of the South of Ireland were sighted, and the Philadelphia entered what in truth is a war zone, the sailors rigged two great electric lamps and hung them over the sides of the vessel, where their concentrated beams fell on great white letters announcing the name of the ship and the fact that she was "an American." The name could be read over a long distance, for it was high enough above the tumbling waters to stand in the line of vision, clear and beacon-like.

Until the edge of the war zone outlying Ireland was reached no flag was shown by the Philadelphia. When the waters of so-called danger were approached the Stars and Stripes were broken out at the proper station. Ordinarily the British flag would have been displayed forward as the ensign of the port of destination, but the American captain was taking no chances with the British flag, either forward, aft or amidships.

There were five natives of England to one native of America on the Philadelphia, and for once at least on the high seas the Stars and Stripes looked good to English eyes. At sunset the flag came down and the bright electric lights were turned on to the name and nation of the ship, where within certain sea limits all men might read them.

Man-of-War Asks for Information.

Some forty miles beyond Daunt's rock the lights of a man-of-war appeared. The vessel was lying in the sea shadows, not more than three-quarters of a mile away. Nothing but the lights were visible, but their distribution showed even the unpracticed eye that the vessel displaying them was a warship of a greater type. Suddenly from the starboard side of the dreadnaught, predreadnaught or cruiser, whatever she was, came a sharp flash of light, which was followed by successive twinkles. The Britisher was signaling the Yankee, and the Yankee instantly paid heed.

"What ship is that?"

An answer was twinkled back from the bridge.

"Where bound?"

Back went the answer. If the response had not been given quickly and readily a shot would have come across the Philadelphia's bows. The British guardships where St. George's channel meets the ocean are taking no chances, and this notwithstanding the fact that German merchant and German war ships virtually have disappeared from the waters.

No Fear Felt by Americans.

There may have been no submarines in the Irish sea when the Philadelphia made its way toward Liverpool. If there were, let it be said again that no American of seasoned sense on board thought for an instant that the ship was in danger of a torpedo from any German craft unless the missile were fired as the result of gross error. Some Americans in America may think differently about the matter. It would seem to one who had to take leave of some friends more or less fearful. One American on board said to another when midway between Queenstown and Liverpool, the place of reputed greatest danger, that there was more worry on shore over the ship

than there was on the ship. Only one man on the ship, besides the captain, was in the habit of staying on watch. This old chap must be seventy-five years old, but he showed up at the breakfast table shining, rosy and more generally wide-awake than any companion passenger.

The night before the Irish sea was entered an Englishman who was playing bridge and side talking about the matter of stewards' tips said: "Perhaps the only steward we must tip will be the one waiting on Davy Jones."

England a Solemn Place.

This word from the Britisher was about the only one heard from a man suggestive of any dread possibilities from the sailing of the war-zone sea. The women, as I have said, kept off the subject of the war and of danger from start to finish. About an hour before turning-in time fifteen or twenty of the woman passengers gathered in a corner of the so-called social hall and conferred together. There was one woman in that throng of whom I had the presumed right to ask questions. I inquired concerning the nature of the conference, and my answer was, "No matter."

I found out later, however, that the women in solemn conclave had agreed that it was safe to go to bed and to turn in attired as they were ordinarily attired on sleep occasions, and "to pass the danger by," and with it all thought of anything except a safe landing on the morrow.

One man I can say who was going to sleep with his trousers on and with his shoes exceedingly handy, turned in wearing the usual habiliments of the night, and tried, not altogether successfully, to banish thoughts of submarines and to woo sleep after the ordinary coaxing manner.

Liverpool was reached early in the morning—the sea and its submarines were behind, but the war in its other aspects was in front, and one knew it the instant that foot was put on land. England is a solemn place, and shows it in the step and in the faces of the people. A solemn place—and so must be Germany and France and Russia.

ADVOCATE OF FEMINISM



Jules Bois, chevalier of the legion of honor and prophet of feminism in France, is now in this country to make an investigation of our food production and exportation. He will make a lecture tour of the United States and will study the methods of teaching French in the schools of California. He summarized his views of feminism thus: "Yes, women should have the vote, not that they may have more votes, but that a new moral element, the mother element, may enter into the political world."

THEY DO AS THE ROMANS DID

Some Londoners Know About the Ancient Bath in Strand Lane.

London.—The old Roman bath in Strand lane is undergoing a cleansing process in preparation for the advent of summer. The bath is one of the few remains of ancient times. It is very little known even by Londoners and almost altogether unknown to visitors.

Those who plunge into its absolutely icy water fed from a natural spring have the satisfaction of knowing that they are bathing in the same spot as their Roman forbears. The bath is 13 feet long and about 16 feet across.

Tabby Adopts Wildcats.

Silver Lake, Ore.—A pair of baby bobcats, whose mother was killed by F. R. Bass, have been adopted by a big tabby cat on the Bass homestead, south of Arrow. When the tiny wildcats arrived at the Bass place the feline at once picked them up, cat fashion, and carried them to her bed.

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PUBLIC HEARING ON PROPOSAL TO BRIDGE THE TOMOKA RIVER

"The war department having under consideration an application of the county commissioners of Volusia county for approval of location and plans of a proposed bridge across the Tomoka river, near the entrance of the Tomoka river into the Halifax river, a public hearing will be held in the city hall, at Daytona, Florida, at 2:00 o'clock p. m., Saturday, May 29, 1915, for the purpose of considering the sufficiency of the provisions for navigation made by the plans as submitted, or any changes that may be required to avoid unreasonable interference with navigation.

"Accordingly, notice is hereby given that all persons interested are invited to be present at the above named time and place to express their views upon the adequacy of the plans with reference to the navigation of the stream. While all statements at the hearing are given weight in the final determination of the case, should preferably be submitted in writing.

"By authority of the chief of engineers, U. S. army.

"W. B. LADUE,
"Major, Corps of Engineers."

AUTOMOBILE PARTY MADE TRIP TO JACKSONVILLE

Miss Winifred Kingston made an automobile trip to Jacksonville Saturday of last week in her car, accompanied by her mother and sister, Mrs. G. W. Kingston and Mrs. C. E. Bonner, a cousin, Mrs. J. M. Buckner, R. P. Brown and John Team. They left here at 5:30 a. m., spent a short time in St. Augustine and arrived in Jacksonville about noon. They used the new road in part on the way to Jacksonville, but returned by the old road which in general they found to be the better, although the bridged sections of the new road were of course all right. The return was made in the evening.

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