

PRESIDENT'S NOTE ASKS GERMANY FOR REPARATION

**Lusitania Letter Cabled From
Washington to Berlin.**

"STOP KILLING NEUTRALS"

**Berlin Government Tells U. S. That
None of Neutral Ships Will Be
Harmed—Will Pay for Boats
Destroyed by German Sub-
marines in War Zone.**

Washington, May 14.—The United States government, in a note to Germany, formally demands of the imperial government a strict accounting for the loss of American lives in the sinking of the Lusitania, and violations of American rights in the war zone. It also asks that there will be no repetition of such events or practices.

With the plain intimation in it that the United States is prepared to meet any eventuality that may arise from a noncompliance, the communication, phrased in unmistakably emphatic language, was prepared to be cabled to Berlin on Wednesday.

Written by President Wilson and approved unanimously by the cabinet, the note was carefully examined on Wednesday by Counselor Lansing and the law officers of the government at the state department to make sure that its phrasing covered every point of law involved.

Announcement Decision.
The White House officially announced the fact that the president had finally determined the course of action to be pursued, in the following statement issued by Secretary Tamm after a conference with the president:

"The course of the president has been determined. It will be announced just as soon as it is proper to publish the note now in preparation."

This was taken to mean that the American government, observing the usual diplomatic amenities, would await the receipt of the communication in Berlin before making it public.

At first there was some suggestion that the communication be sent personally by the president to Emperor William, but Mr. Wilson determined that it should be addressed not to an individual, but to the German government, and through it to the German people.

Guarantee Demanded.
As for reparation, the United States naturally will seek financial reparation, but its protest now is in the name of international law and humanity to obtain a guaranty that such tragedies will not be repeated and the lives of noncombatants sacrificed.

While high officials and cabinet officers were reticent to discuss its contents, it was agreed that the note voiced the intense feeling of the United States over the occurrences in the war zone and wanted an explanation of them as well as a guaranty that they would not be repeated.

The communication lays stress on the inhumanity of the attacks, without warning, on merchant vessels. It reviews in a general way every case in the war zone in which the rights of American citizens have been transgressed:

The sinking of the steamer Falaba, with the loss of Leon C. Thresher, an American.

The attack by German airmen on the American steamer Cushing.

The torpedoing of the American steamer Guilford, while flying the American flag and—

The destruction of the Lusitania, with the loss of more than a thousand noncombatants, more than a hundred of them Americans.

Warning Not Excuse.
The note, while firm and pointed, does not abandon tones of friendliness, giving room for disavowal by Germany of her acts or an abatement of her practices. This is intimated in the suggestion that the German government and the German people could certainly not have intended to sacrifice American lives in the pursuit of their maritime warfare.

Attention is called to the fact that while advertisements of warning appeared in the newspapers, the United States government was never officially informed of it, but irrespective of that, the position is taken that the serving of notice to do an unlawful act neither justifies it nor makes it lawful.

The note calls on Germany for an explanation of her past and future course and leaves open the steps the United States will take to compel an acquiescence in its position.

Cabinet officers known as the advocates always of vigorous steps in foreign affairs, were highly pleased. They said the president's note was the kind of document that fulfilled the desire of every American and upheld the dignity and honor of the United States, indicating that the American government was prepared to go to the full length of its ability.

Wilson Own Typist.
President Wilson passed the forenoon in his study writing on his typewriter. He saw no editors during the

morning, and shortly after noon kept two engagements made previously. One was with the Siamese minister, who presented to him a gold medal in commemoration of the coronation of the king of Siam in 1911. The other was with Guston Borglum of New York, sculptor, who called to pay his respects.

Long Cabinet Session Held.
The cabinet at Washington was in session nearly three hours on Tuesday—the longest meeting held in several months. None of the members would deny that the Lusitania incident had been discussed, but all refused to make any statement. The demeanor generally of the cabinet members was grave and reserved.

Germany to Pay Damages.
Germany, through Ambassador Gerard, notified the United States on Tuesday that submarine commanders had been specifically instructed not to harm neutral vessels not engaged in hostile acts, and that Germany would pay for damages to such ships in the war zone.

Neutral ships carrying contraband will be dealt with, the announcement says, according to the rules of naval warfare. If neutral ships are accidentally damaged in the war zone, Germany will express its regret and pay damages without prize-court proceedings.

The German government justifies its submarine warfare on the grounds that England is threatening to starve the civilian population of Germany by prohibiting neutral commerce in foodstuffs and other necessities.

Berlin States England.
The following dispatch was sent on Tuesday by the German foreign office at Berlin to the German embassy at Washington: "Please communicate the following to the state department: The German government desires to express its deepest sympathy at the loss of lives on board the Lusitania. The responsibility rests, however, with the British government, which through its plan of starving the civilian population of Germany, has forced Germany to resort to retaliatory measures."

Count Johann von Bernstorff, German ambassador to the United States, called at the state department on Tuesday and expressed deep regret over the loss of American lives in the Lusitania disaster.

The official representative of the nation whose submarine had attacked and sunk the Lusitania conferred with Secretary of State Bryan for fifteen minutes. At the conclusion of the conference the state department issued this statement:

"The German ambassador called at the state department and expressed his deep regret that the events of the war had led to the loss of so many American lives."

Coroner's Jury Calls Act Murder.
The coroner's jury at Kinsale, Ireland, which has been investigating the deaths attendant upon the loss of the Lusitania on Monday returned the following verdict:

"The jury finds that this appalling crime was contrary to international law and the conventions of all civilized nations and we, therefore, charge the officers of the submarine and the German emperor and the government of Germany, under whose orders they acted, with the crime of willful and wholesale murder."

Total Death Roll Is 1,134.
The Cunard company on Tuesday at London made the following official announcement:

"The number of passengers aboard the Lusitania, which was torpedoed and sunk by the German submarine U-39 off the coast of Ireland on Friday, May 8, was 1,255."

"The crew numbered 651."
"The survivors number 772."
"The death roll numbers 1,134."

All Queenstown mourned at the funeral of victims of the Cunard liner Lusitania, which was held on Monday. Of 140 bodies in the morgue 76 were identified, leaving 64 unidentified. The identified dead were buried in the morning and the unidentified bodies in the afternoon. One hundred and ninety bodies have been recovered. United States Ambassador Walter H. Page on Wednesday requested the British admiralty to order more ships to assist in the search for bodies.

The following official communication was issued at Berlin on Tuesday:

"The Cunard liner Lusitania was torpedoed by a German submarine and sunk. The Lusitania was armed with guns, as were recently most of the English merchant steamers. Moreover, as is well known here, she had large quantities of war material in her cargo."

"Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all the responsibility for what has happened."

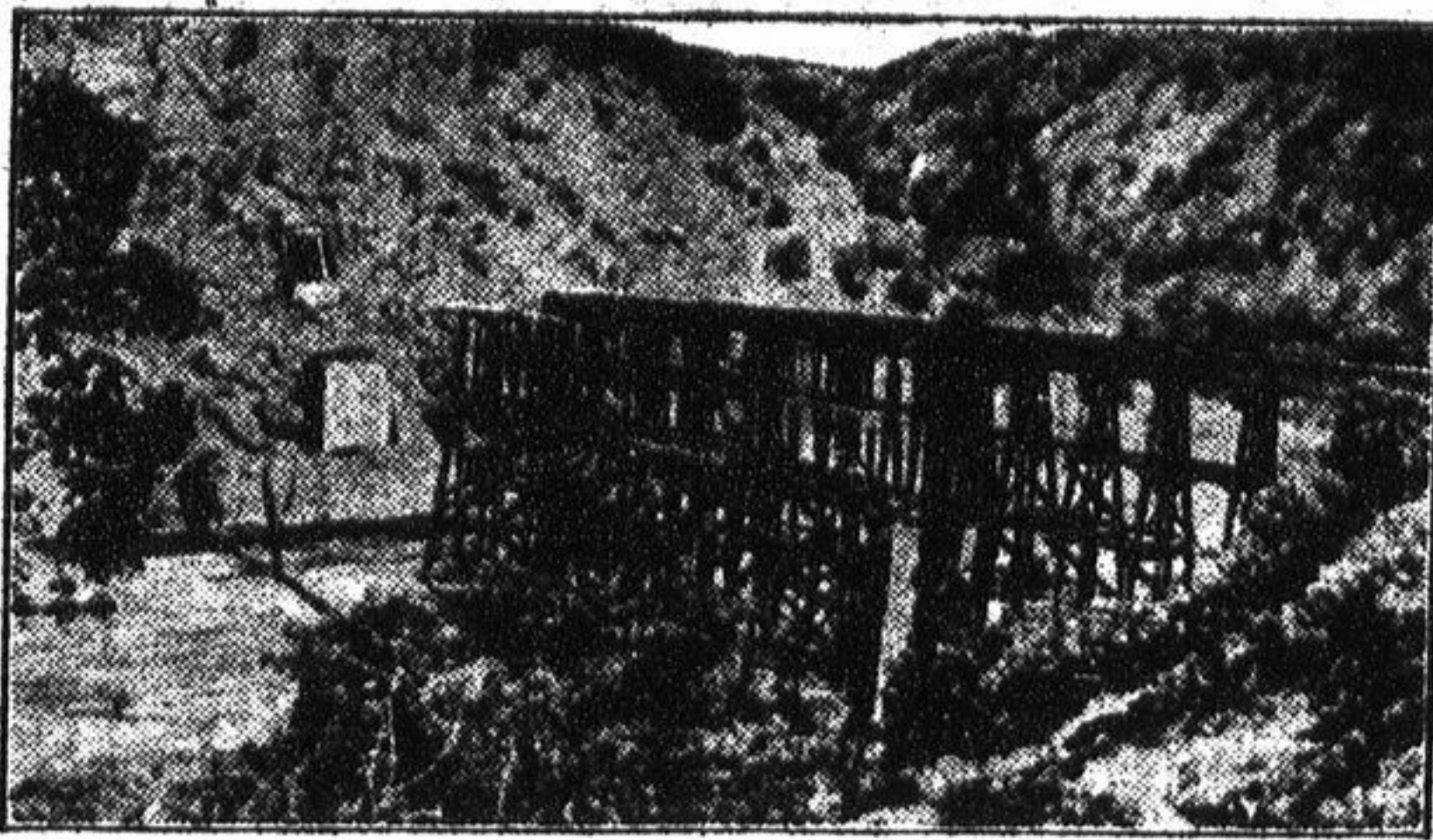
"Germany, on her part, left nothing undone to repeatedly and strongly warn them. The imperial ambassador in Washington even went so far as to make public warning so as to draw attention to this danger. The English press sneered then at this warning and relied on the protection of the British fleet to safeguard Atlantic traffic."

The British government on Tuesday made the following statement: "The statement appearing in some newspapers that the Lusitania was armed is wholly false."

118 Americans Missing.
The following note was issued by the American embassy at London on Wednesday:

"So far as the embassy has been able to ascertain, the total number of American passengers aboard the Lusitania was 218. The number of survivors reported to the embassy by the Queenstown council is 79; missing 118."

RAILROAD TUNNEL THROUGH MOUNTAIN



Building the Bridge to Island Mountain Tunnel; the River Takes Eight Miles to Get to the Other Side of the Mountain While the Tunnel Goes Through in 4,300 Feet.

A curious phase of railroad construction is the Island mountain tunnel on a railroad just built in California. This mountain gets its name from the fact that it is almost entirely encircled by a river which takes eight miles to go from one side of the mountain to the other. By means of the tunnel the railroad gets through to the other side in 4,300 feet. The bridge over the river extends up to the precipitous face of the mountain so that a train passes directly from the bridge into the tunnel. Engineers regard the work as a triumph of railroad building.—Popular Mechanics.

RECORD OF PROGRESS

LOCOMOTIVE DEVELOPMENT IS SHOWN IN MUSEUM.

Series of Models Going Back to the Earliest Idea of Steam Propulsion —Trevithick's Engine Also in the Collection.

Probably no museum collection in the world better illustrates the development of the steam engine, particularly the locomotive, than the exhibit of the United States National museum at Washington, which includes two of the earliest original locomotives and numerous models and accessories.

The museum possesses a model of a very early machine designed by Sir Isaac Newton in 1686, which was propelled by a jet of steam projected backward against the air, and a model of Denis Papin's invention of about the same time. The investigations of Savery and Papin and the successful experimental engine of Thomas Newcomen in 1705, with his piston and cylinder, soon followed. Newcomen's ideas were improved by James Watt in 1769, who also introduced the high pressure engine, the condenser, and later the double acting engine. The development of the engine was advanced by Cugnot, Evans, Hornblower and Murdoch. A model of the latter's engine is on display in the museum.

As the result of a wager made by a resident of Merhyr-Tydvil, an important iron town of South Wales, that it could convey a load of iron nine miles by the power of steam alone, Richard Trevithick made the first engine to run on rails in 1803 and won the wager for his employer the next year. Trevithick. It has been claimed, copied the stationary engine built in 1800 by Oliver Evans, an American, who was later ingenious enough to attach wheels to a scow and propel it by steam through the streets of Philadelphia in 1804. This curious creation, called the "Orukto Amphibolia," was the first motor car to run on American soil.

A model of Trevithick's engine is to be seen in the National museum, as is also the model of the engine employed by John Stevens in 1825, and his original tubular boiler. Other models illustrate nearly all the types which began to put in their appearance soon after 1825, when the "Stourbridge Lion" was built in England and shipped to America, where it was the first engine to run on full sized rails. The museum possesses not only the model of this historic engine, but the original engine itself. The other original full sized locomotive to be seen in the museum is the "John Bull," built by George Stephenson & Son of England and shipped to America for use in 1831 on the Camden & Amboy railroad. It is interesting to recall that this old relic of early railroading in America made a round trip under its own steam in 1863 from New York to Chicago, where it was exhibited at the World's Columbian exposition.

Among the models of early and historic locomotives are: George Stephenson's "Rocket," built in 1825; the B. & O. engine, "Tom Thumb," built by Peter Cooper in 1825; the grasshopper type engine, "Arabian," of 1831; the "Best Friend," used in 1830-31; Baldwin's "Old Ironsides," constructed in 1832; the "Sandusky," constructed in 1837; and models of engines made by Asa Whitney in 1840 and G. A. Nicholls in 1848. Besides the two locomotives and the numerous engine models, there are in the exhibit coach and car models, sections of rails, spikes, wheels and models and parts of valves, pistons and other patented accessories pertaining to locomotives and railroads, all of which go far toward completing an absorbing chapter of graphic history in connection with this interesting and important commercial development.

Not a Flattering Comparison.
One passenger was killed for each 4,900,000 passengers carried by the railroads of the United States during last year. Comparing these figures with the standard of safety set by Great Britain, the rate of casualty in that country is less than one-fourteenth as great as that in the United States.

ENGINE WIPING AS A CAREER

Chinaman Long at Work Lives in State in China on Pension From Railroad.

Chin Sney got into one of the papers out West the other day. Chin isn't exactly known to the New York papers, but a friend of the Office Window's who knew him well has sent in the little tribute to Chin which the western paper published. Who is Chin Sney? Nobody but an ex-engine wiper on the Salt Lake and Sacramento divisions of the Central Pacific railroad. For twenty-seven years people saw old Chin Sney coming and going out there, wiping engines, and it seemed after a while as if the railroad could not run without him. Some of the old engineers got to thinking that an engine would hardly go if Chin did not wipe it.

But after his twenty-seven years of service the Central Pacific retired Chin Sney on a pension, whereupon he packed up his kit and went to China. He is now seventy years of age, and every month the pension department of the Central Pacific sends a remittance to him in care of On Yick, San Hop, Sun Ning District, Canton, China, and Chin lives on the pension like a magpie.

Chin's record of service, however, was long since beaten by Ah Nen, also an engine wiper, at Montello, on the Central Pacific, who has been forty-nine years in continuous service, and still polishes up the engines so careful that they are thinking of making him the president of the road. —New York Mail.

Making Trains Talk.

The advance which has been made by American scientists in the practical application of wireless is illustrated in the successful use of wireless train dispatching upon the Lackawanna railroad, which has recently been carrying on extensive experiments in this direction.

Stations equipped with Marconi apparatus have been established at Hoboken, Scranton, Binghamton and Buffalo, four of the larger cities along the line of the railroad. The apparatus on trains is similar in operation and principle to that of the fixed stations, although of lower capacity. The motor generator on the train is operated from the car-lighting generator.

A moving train can hold continuous communication with a fixed station at a distance of 30 miles. The aerial on the train is formed of phosphor-bronze wire rectangles, one on the roof of each of the four forward cars, with link connections between the cars.

Mail-Carrying Fifty Years Ago.

The Santa Fe trains carry the mails to Atchison, Kan., regularly and peacefully these days. But fifty years ago, before the railroad had crossed the prairie, the mail arrived at Atchison at long intervals and under difficulties. In the Atchison Champion of March 25, 1865, was published the following: "The Santa Fe mail is due. The last mail was followed for 100 miles by a band of Arapahoes and Cheyennes. At the crossing of Cimarrone, which was made in the night, the passengers could distinctly hear a large war party singing and dancing. Parties of hostile Indians were heard of after passing the Cimarrone, evidently intending to form a junction with the band spoken of. If these vagabonds should combine there will be a general war on the plains."

He Paid His Fare.

The chairman of a certain great railroad company recently chided a ticket examiner who went by him without looking at his pass.

"No matter if you do know who I am," said he, in reply to the examiner's excuse; "I am entitled to a free ride only when I am traveling with that pass. You don't know whether I have it or not."

The man, a little nettled, then demanded to see the pass.

"That's right!" exclaimed the worthy chairman; "here—why—where—well, I declare! I must have left it at the office."

"Then you'll have to pay your fare," said the examiner, firmly. And he did.

FARM ANIMALS

SHEEP KILL HARMFUL WEEDS

Generally Agreed Animals Eat All But Few of the Exceptionally Unpalatable Varieties.

(By E. L. SHAW.)

It has been estimated that sheep will eat 90 per cent of all troublesome weeds. They are, in fact, commonly used in cleaning up weeds from fields, fence rows, road sides, stubble fields, and corn fields. The common belief among farmers is that weeds eaten by sheep are so broken up in the digestive processes that the seeds will not germinate after passing through the body as in the case of other live stock. However, weeds are rarely permitted to go to seed if enough sheep are turned in the field while the weeds are young and tender.

In some investigations carried on by the Canadian government among a considerable number of sheepmen to determine the kinds of weeds eaten by sheep, it was generally agreed that sheep would consume all but a few exceptionally unpalatable ones, such as mullein, Scotch thistle, etc.

Where sheep have been kept, but where for some reason they have been disposed of, a striking difference has usually occurred in the appearance of the farm. Weeds have sprung up and grown where they had formerly been kept in check. There is no better solution to the weed problem than a flock of sheep.

In economy of production sheep are not surpassed by any other domestic animal. Besides converting waste products into nutritious food they will also manufacture a finished product out of the roughage and grain of the farm at least as cheaply as other classes of live stock.

GOOD POINTS OF SHROPSHIRE

Ewes Are Excellent Mothers, Are Gentle and Easily Handled—Lamb Is Favorite in Market.

Mr. Herbert E. Powell, Ionia, Mich., in a letter to Farm Home gives the following reasons for his preference for the Shropshire breed of sheep.

1. The Shropshire ewes are good mothers under adverse conditions and make friends of their keepers.
2. The Shropshires are the leading attractions at the fairs in the sheep department both as to numbers and nice fitting. The Shropshire when properly cared for makes a fine picture and is a work of art either in pasture or the show ring.
3. The Shropshire is gentle, easily handled and a pet with the man fit to care for sheep, and a great contrast to the wild Merino.
4. The Shropshire lamb is the leading favorite in the market, and sells to the best advantage as soon as it is large enough to dress well. The bigger the lambs the better they sell, provided they were well fattened. The



Imported Shropshires on Pasture.

Shropshire lamb not only grows large, but gets ripe easily, and the carcass makes a fine appearance when ready for the market.

5. The percentage of lambs to a given number of ewes is much larger with the Shropshire than with other mutton breeds. The Shropshire outnumbers all the other mutton breeds combined, and is the all around favorite breed of sheep.

Wherever you show Shropshires you are sure to find a large class and hot competition. The larger and better the show, the more honor there is in the winning.

Remedy for Scratches.

When scratches develop, wash and dry the leg perfectly, and then do not wash again, but every three days saturate the skin of the affected parts with a mixture of half an ounce of coal-tar dip, four ounces of flowers of sulphur and one pint of sweet oil or cottonseed oil. Work or abundantly exercise the horse every day. Do not clip the legs. See that the stable is kept clean and well ventilated. Feed horse lightly and keep his bowels active.

Keep the Little Pigs In.

Do not educate the little pigs to be fence crawlers and breakers by having a fence they can get through if they try. Fit all the fences in good shape before the pigs are old enough to get the habit.

AFTER SUFFERING TWO LONG YEARS

Mrs. Asslin Was Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Minneapolis, Minn.—"After my little one was born I was sick with pain in my sides which the doctors said were caused by inflammation. I suffered a great deal every month and grew very thin. I was under the doctor's care for two long years without any benefit. Finally after repeated suggestions to try I got Lydia E. Pinkham's Vegetable Compound. After taking the third bottle of the Compound I was able to do my housework and today I am strong and healthy again. I will answer letters if anyone wishes to know about my case."—Mrs. JOSEPH ASSLIN, 606 Fourth Avenue, Minneapolis, Minn.



Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotics or harmful drugs, and today holds the record of being the most successful remedy we know for woman's ills. If you need such a medicine why don't you try it?

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.

Rare Books Will purchase books, MSS., where, state wants. Address—Columbia, Dept. 10, Boston, Mass.

Umshoo fanaticism is usually the most dangerous of all.

Drink Denton's Coffee. Always pure and delicious.

Arkansas now has a woman's minimum wage law.

BABY LOVES HIS BATH

With Cuticura Soap Because So Soothing When His Skin Is Hot.

These fragrant supercreamy emollients are a comfort to children. The Soap to cleanse and purify, the Ointment to soothe and heal rashes, itches, chafings, etc. Nothing more effective. May be used from the hour of birth, with absolute confidence.

Sample card free by mail with Book. Address postcard, Cuticura, Dept. KY, Boston. Sold everywhere.—Adv.

He Took No Chances.

In a public ward of a hospital two fellows were recovering from operations for appendicitis. A third patient was brought in from the table and placed on a cot between the nearly well boys. Coming out of the ether and recognizing earth again, he turned to the one on his left and said:

"How are you getting on, pal?"

"Fine till yesterday; but the doctor left a spool of cotton in me, and they opened me up again."

The new patient sighed, then turned to the sick one on the right. "Well, how are you, old man?"

"Pretty good until yesterday; but the doctor left his scissors in me, and they opened me up again."

Just then the door opened, and the doctor came in, exclaiming, "Anybody around here seen my hat?"

The new patient jumped out of the window.

Tommy's French.
First Tommy—What's that they're bringing out of that church?
Second Ditto—It's one of the Rubens pictures they're saving. They say this one is his hors d'oeuvre!—London Opinion.

Poor Papa!
"Willie, did you see my new shaving brush?"
"Yep; mom is using it to repaint the bird cage."—Columbia Jester.

FIND OUT

The Kind of Food that will Keep You Well.

The true way is to find out what is best to eat and drink, and then cultivate a taste for those things instead of poisoning ourselves with improper, indigestible food, etc.

A conservative Mass. woman writes: "I have used Grape-Nuts 5 years for the young and for the aged; in sickness and in health; at first following directions carefully, later in a variety of ways as my taste and judgment suggested."

"But its most special, personal benefit has been as a substitute for meat, and served dry with cream when rheumatic troubles made it important for me to change diet."

"Served in this way with the addition of a cup of hot Postum and a little fruit it has been used at my morning meal for six months, during which time my health has much improved, nerves have grown steeper, and a gradual decrease in my nervousness is due wholly to its use."

Name given by Postum Co., Dept. 10, Brockton, Mass. Read "The Food that will Keep You Well" in Postum Magazine. Send for free copy.