

ITALIAN FORCES ALREADY LARGE

Nearly Million First Line Troops In Position to Take the Field.

ENORMOUS ARMY TO FOLLOW

General Zupelli, Minister of War, Has Been Making Preparations for Some Time—Capitulation of the Strength of King Victor Emmanuel's Forces.

Rome.—While the general mobilization order will bring about 3,000,000 men to the colors within a month, it is known that Italy will start the war with about 760,000 first line troops. At the outbreak of the European war the Italian army consisted of 300,000 men, the classes with the colors being those of 1891, 1892 and 1893. After the war started two more classes, including about 230,000 men, joined the colors. Various other changes recently made under orders from General Zupelli, the minister of war, brought the strength up to 760,000 at present.

It is likely that the army will be under the direct command of General Canova, who led the Italian forces in the conquest of Tripoli, of Gen. Count Cadorna, the chief of the general staff. Italy's first move on land is likely to be against the Austrian frontier. Large numbers of her troops are mobilized in this territory, and the forces of Austria-Hungary are lined up on the other side of the boundary. The very mountainous character of the southern part of the Austrian Alps promises fighting of the most difficult nature. For several weeks past both armies have been engaged in fortifying each side of the dividing line.

Will Prolong the War.
Washington.—So far there are no signs that the entrance of Italy into the war has produced the ardently hoped for psychological moment for bringing the war to an end.

The peace advocates expected that if Italy decided to remain neutral the allies would regard the prolongation of the contest futile; that if Italy joined

the allies Germany would throw up the sponge. Now that Italy has cast its lot with the allies, Germany seems as far as ever from conceding eventual defeat.

"The action of Italy will only prolong the war and postpone German victory," said one of the most prominent officials of the German embassy at Washington. "Germany is fighting a war of defense, and will be successful in keeping her territory free of invaders, no matter how many enemies combine against it."

"The question of peace is only the question of Germany's enemies perceiving and realizing the futility of further wasting of men and money to attain their ends."

The Germans and Austrians are confident that Italy will cause them little trouble. They say that the Austrian fortifications and 300,000 men will be sufficient to check the Italian attempt to invade Austria. Austrian and German officials pronounce the fortifications on the Italian frontier impregnable.

American military experts are speculating upon the possibility that Germany will invade Switzerland in order to combat Italy more effectively. Switzerland unquestionably would consider such invasion a violation of neutrality analogous to the German invasion of Belgium in the effort to outflank the French.

The charge has been made that Austrian and German plans for the invasion of Switzerland were drawn up more than a year ago.

Inasmuch, however, as Switzerland has an army of 600,000 and a strategic position on the German frontier, it is regarded as unlikely that the Kaiser will permit any disregard of Swiss neutrality.

EIFFEL TOWER IS TARGET

Bomb Intended for Paris Landmark Falls in Seine—French Repel German Aeroplanes.

Paris, May 24.—German aviators flew over Paris at dark in an aeroplane disguised as a French machine. Because of the disguise the French air scouts allowed it to pass the frontier, believing that it was one of their own aeroplanes. Flying high over the city, the German aviators dropped three bombs. One of the bombs fell in the Seine close to the Eiffel tower, another on outbuildings of the Rue Marceau store and the third in Rue St. Charles. All three bombs were ineffective and virtually no damage was done. The German aeroplanes was driven off.

LAND AND NAVAL FORCES THAT ITALY INSTANTLY CAN PUT IN ACTION

	Present	Minimum.	Maximum.
Permanent army	515,000	734,401	
Mobile militia	245,000	320,170	
Territorial militia	340,000	2,275,831	
Total	1,100,000	3,330,202	

Four armies have been organized, each of two to four army corps and one cavalry division. An army corps contains two regular divisions, or two and an extra mobile militia division: in the first case its strength is 25,000 men, with 104 guns and 16 machine guns; in the second case, 37,000 men, with 134 guns and 26 machine guns.

Strength of first line, 700,000.

This consists of 14 army corps, with 26 Alpine battalions, 38 mobile militia companies in the second line, and 26 Alpine battalions in the third line. Behind the forgoing are 54 mountain batteries, six battalions carabinieri and 23 battalions customs guards, with militia formations behind them.

Analysis of the three lines:

Battalions of infantry..... 824 Batteries of field guns..... 365
Squadrons of cavalry..... 180 Batteries of fortress artillery..... 475

The infantry is armed with the Mannlicher-Carcano 6.5 mm. magazine rifle, pattern '91.

The cavalry is armed with carbine of same caliber and pattern.

One hundred field batteries had the 75 mm. rapid-fire Krupp, but most of them have been replaced by the Deport gun of same caliber, pattern 1911. Siege guns include 9, 12 15 cm. guns and 15 and 21 cm. howitzers and the new 30 cm. howitzer recently successfully experimented with at Genoa. There is also a machine gun of a new pattern capable of discharging 1,400 shot a minute.

NAVY.	
Dreadnaughts—	
Giuseppe Mazzini.....	Each of these four ships is 856-1 feet long, has 28,000 tons displacement and carries eight 15-inch guns.
Goffredo Mameli.....	
Moroani.....	
Dandolo.....	
Andrea Doria.....	Each of these five ships is 554.5 feet long, has 22,340 tons displacement and carries thirteen 12-inch guns.
Cato Dillo.....	
Conte di Cavour.....	
Leonardo da Vinci.....	
Giulio Cesare.....	
Dante Alighieri.....	510 ft. long, twelve 12-inch guns.

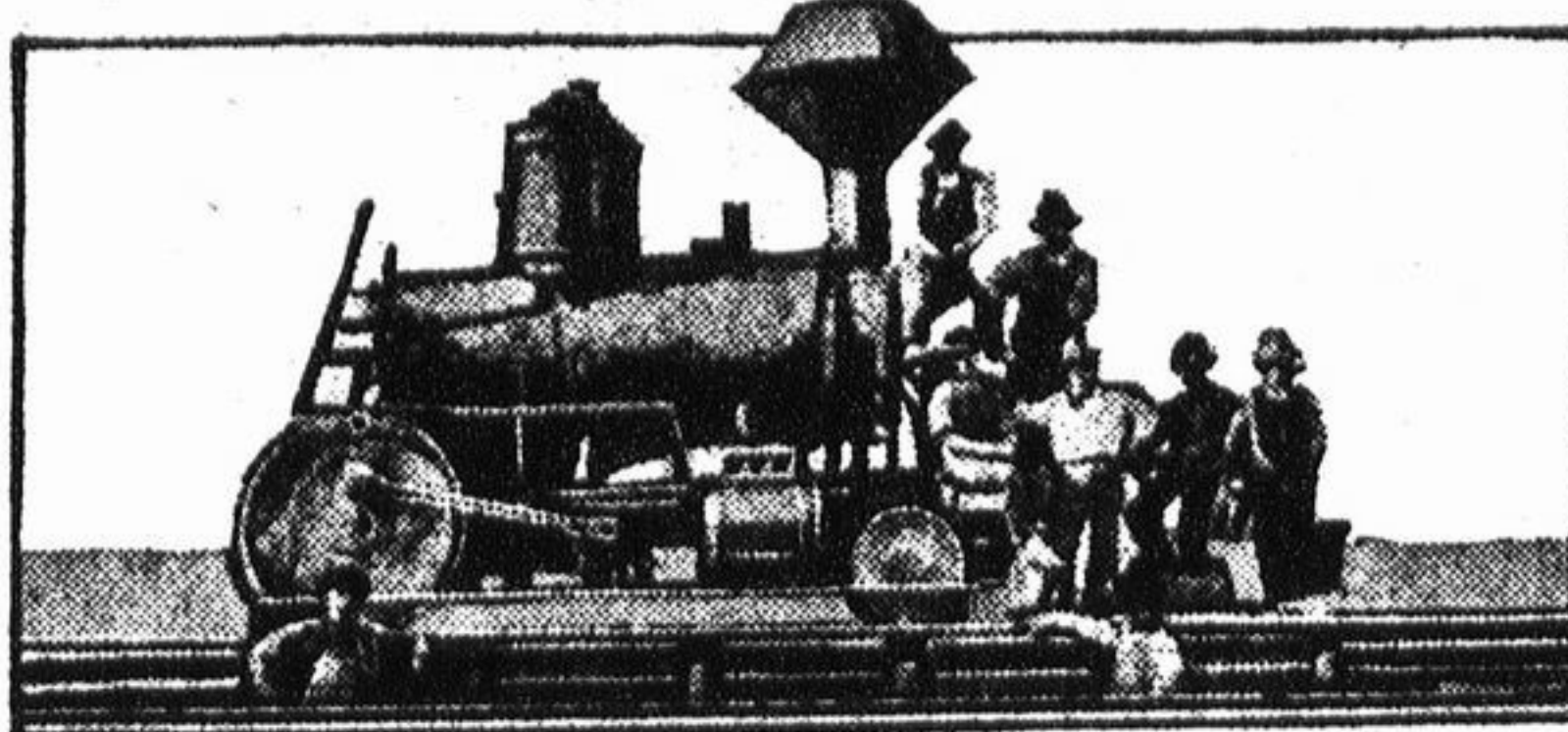
Battleships—	
Roma.....	Each of these four ships is 435 feet long, has 12,425 tons displacement and carries two 12-inch and twelve 8-inch guns.
Napoli.....	
Vittoria Emanuele III.....	
Regina Elena.....	
Regina Margherita.....	These two are 425.5 feet long and have four 12-inch guns.
Benedetto Brin.....	
Ammiraglio di Saint Bon.....	These two are 344.5 feet long and have four 10-inch guns.
Emanuele Filiberto.....	
Battleships—	
Regina Margherita.....	These three are 400.3 to 410.9 feet long and have four 13.5-inch guns.
Benedetto Brin.....	
Ammiraglio di Saint Bon.....	

Armed Cruisers	Length—feet.	Guns.
San Marco.....	420.8	Four 10-inch
San Giorgio.....	420.8	Four 10-inch
San Raffaele.....	426.5	Four 10-inch
San Vito.....	426.5	Four 10-inch
Francesco Ferruccio.....	344.5	One 10-inch, two 8-inch
Luigi Durand de La Penne.....	344.5	One 10-inch, two 8-inch
Guido Baccani.....	344.5	One 10-inch, two 8-inch
Guido Baccani.....	324.7	Twelve 6-inch
Guido Baccani.....	324.7	Twelve 6-inch
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In addition, there are 12 cruisers carrying 4-inch to 6-inch guns, three torpedo boats, 25 submersibles, 10 merchant cruisers and 100 auxiliary vessels.

The Italian fleet is the most powerful in the world. It has 25,000,000 men, and the largest navy in the world. It has the largest navy in the world. It has the largest navy in the world.

FIRST LOCOMOTIVE OVER THE SIERRAS



An Old Time Engine That Has the Distinction of Being the First Locomotive to Cross the Sierra Nevada Mountains.

The engine shown in the accompanying illustration, Old No. 4 as it is known, built in 1865, has the distinction of being the first locomotive to cross the Sierra Nevada mountains. For forty years an uninteresting junk heap, this engine has at last been rescued from a life of oblivion and re-

FAMED AS PROMOTER

TEXAN BUILT RAILROAD ON A "SHOESTRING."

Colonel Uriah Lott Developed the Country and at the Same Time Made Fortune for Himself—His Achievements.

The recent death at Kingsville, Tex., of Col. Uriah Lott removed from the industrial life of South Texas one of the most remarkable railroad promoters who ever invaded Wall street with a financial proposition, says the Kansas City Star. He is said to have built more miles of railroad on a "shoestring" than any man in the country. About thirty-five years ago Colonel Lott found himself broke in the little town of Beeville, down in the Gulf Coast region of Texas, many miles off a railroad. Strictly speaking, he was not exactly strapped of money, for he had enough in his pocket to pay his stage fare back to San Antonio.

He tossed up a 50-cent piece to determine whether he should remain in Beeville or hunt a new job elsewhere. The "new job" proposition won the toss. He returned to San Antonio and a few weeks later he began the construction of the San Antonio & Aransas Pass railroad. His entire borrowed capital when he started that project was \$50. He got hold of a few miles of old iron rails on credit, got enough money and land bonuses along the route to the proposed road to float the scheme, laid the second-hand rails on a makeshift roadbed and went to New York to complete the financial arrangements for constructing the road.

He bonded the first few miles of the road for \$40,000 a mile and sold the bonds to Wall street interests. With the proceeds received from these bonds the road was extended, and as fast as finished the bonding process was repeated. To make a long story short, Colonel Lott constructed a system of railroads more than seven hundred miles long, extending from San Antonio to Corpus Christi and Rockport on the coast, with other lines running to Houston, to Waco and to Kerrville. He came out of the deal a wealthy man. Along about the same time he constructed the Texas-Mexican railroad that runs between Corpus Christi and Laredo, 161 miles. This road is now a part of the National Railways of Mexico.

With the wealth that he had accumulated by his railroad building operations, Colonel Lott went to New York and opened an office on Wall street. He had a fine home on the Hudson river and was ranked well up among the men of finance. His New York experiences, however, were disastrous from a financial standpoint and in a few years he returned to South Texas, making his home in Brownsville.

It was Colonel Lott who "discovered" B. F. Yoakum, who has risen to a high position in the railroad affairs of the country. When the San Antonio & Aransas Pass railroad was under construction Yoakum was given the position of general manager of the property. He afterwards served as one of its receivers. When Yoakum became the head of the St. Louis & San Francisco he employed Colonel Lott to look after the preliminary work of building the St. Louis, Brownsville & Mexico. This line was originally an independent proposition, but later became a part of the Frisco system.

In the latter years of his life Colonel Lott attempted to put through two or three railroad building schemes, but he found conditions so different from the old days that he was unable to consummate his plans.

Bear Tries to Climb on Tender.

After a train on the Philadelphia & Reading railroad near Rupert, Pa., stopped to do some shifting near there the crew was surprised to see a big black bear trotting toward the locomotive. They shouted, but the animal came on and the men retreated to the top of the water tank.

Without stopping, brain ran to the steps and tried to climb up. They pelted it with coal, and Engineer David Hone gave the whistle a long toot. Apparently frightened, the big bear turned tail and disappeared in a thicket.

RAILROAD FIGURES FOR YEAR

Interesting Statistics Recently Given Out by the Interstate Commerce Commission.

Gross operating revenues of all the railroads of the United States (having annual revenues of \$100,000 or more) were \$3,047,019,908 in the year ending June 30, 1914, as reported by the interstate commerce commission. This sum is 14.3 per cent of the net investment of the roads on that date, amounting to \$16,936,697,940. Operating expenses were \$2,209,313,159, taxes \$139,591,520, and net deficit from outside operations \$1,490,095, leaving operating income of \$705,625,132, which is 23.1 per cent of gross revenues, and 4.16 per cent on the net investment in the railroads. Taxes took nearly 5 per cent of gross revenues and 16.5 per cent of net operating revenue.

The railroads paid in dividends 217 million dollars out of earnings and 162 1/2 million dollars out of accumulated surplus of preceding years.

The credit balance of all the roads at the end of the year was 925 million dollars, or 5.5 per cent on their net investment.

Increase in net investment during the year was 512 million dollars, including 198 million raised from new security issues, 392 million from cash or other working assets, 43 1/2 million from special appropriations and 4 million unassigned, with offsetting credits of 126 1/2 million for property retired or converted, and adjustments of various sorts.

Total mileage was 247,397 miles. In addition there was 27,604 miles of second track, 2,696 miles of third track, 2,071 miles of fourth, fifth and sixth tracks, and 97,333 miles of yard tracks and sidings.

The number of locomotives was 64,760; freight cars, 2,325,647; passenger cars, 53,466; company's service, 124,709.

Employees numbered 1,695,463, a decrease of 119,756 from the preceding year's record.

The Man by the Side of the Track.

We have all seen him—usually a short, dark foreigner, holding a tool in one hand and grabbing at his headgear with the other as our train whirrs by, covering him with dust, but not too busy to flash a smile in return for any chance salute. He is now an object of great interest at weighty railroad conferences. Eminent engineers and superintendents are planning about him—how to get and hold his loyalty, how to secure his best services. We hear of permanent employment, fair pay with two weeks' vacation, the best of tools, free land for garden patches, old ties for firewood and other privileges. Preference is to be given to the married man. We must win his respect and confidence by treating him on the principles of the Golden Rule. How wild all this must sound to any driving foreman of the sort that bullied gangs 15 to 20 years ago! If this keeps up we shall reach a condition of things in which it will be intolerable to be poor.—Collier's Weekly.

America's Shortest Railroad.

The shortest railroad in America and at the same time one of the most profitable is the Grand Island railroad, which constitutes the only rail link in the transcontinental trade route that connects Fort McPherson, on the Arctic circle, with settled parts of Canada.

This curious railroad is owned and operated by the Hudson Bay company. It is a quarter of a mile long and cost less than \$800 to build, the rails being of wood, with strap-iron facings. The rolling stock consists of two dilapidated flat cars which are pushed by hand along the rails. The freight rate for all classes of commodities is \$2.50 a ton and some idea of the volume of traffic can be had from the fact that in its sixty years of operation the Grand Island railroad has earned profits of more than a million dollars.

Engineer Operates Switch.

Without stopping his train an engineer can move a lever in his cab and open a recently invented switch to enable him to enter a siding, the switch automatically closing when the last car has passed over it.

Momentum of Railroad Train.

The momentum of a modern twelve-car railroad train running a mile a minute is equal to that of a ton weight falling from a height of twenty-one miles.

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VICTORY COUNCIL, No. 110
Royal League.—Meets first and third Tuesdays in each month in Morris hall, Carl Stalger, Archon; George Stalger, Scribe.

DOWNERS GROVE CHAPTER, Daughters of the American Revolution.
—Hold a monthly meeting on the third Tuesday of each month in the homes of the members. Officers of the chapter are: Regent, Mrs. E. H. De Groot; Mrs. R. W. Babcock, Secretary.

MAPLE CAMP NO. 882
M. W. A. meets the second Thursday of each month in Morris hall. W. E. Cheekman, V. C.; A. H. Barnhart, W. A.; R. O. Miller, Clerk.

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NAPER POST, No. 463, G. A. R.
—Meets the second Saturday, 2:30 p. m., of each month in G. A. R. hall, Captain T. S. Rogers, Commander; F. A. Rogers, Senior Vice-Commander; Geo. T. Hughes, Junior Vice-Commander; E. W. Farrar, Officer of the Day; T. W. Bond, Adjutant; Geo. H. Heatt, Quartermaster.

GROVE LODGE NO. 224, A. F. & A. M.
—Stated meetings, second and fourth Fridays at 8 o'clock p. m., at Masonic hall, Curtis and Main streets. B. C. White, Secretary; T. H. Bussler, Worshipful Master.

GROVE CHAPTER, No. 230, R. A. M.
—Stated meeting first Thursday of each month in Masonic hall, at 5 o'clock p. m. Visiting companions always welcome. John Gollan, Secretary; Delbert Austin, E. H. P.

VERTA CHAPTER, No. 262, O. E. S.
—Meeting second and fourth Tuesdays of each month in Morris hall, Worthy Matron; Walter Chessman, Worthy Patron; Ona Lower, Secretary.

DOWNERS GROVE LODGE No. 150, L. O. O. F.
—Meets every Saturday evening at 8 o'clock in Masonic hall, corner Main and Curtis streets. H. H. Kenton, F. G. W. H. Beldeiman, Secretary.

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—Honor Camp, No. 207.—Meets the third Thursday evening of each month in Morris hall. Miss Carrie Barmore, Oracle; Miss Agnes Venard, Recorder.

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