WHITE MOB ATTACK NEGROES

A despatch from East St. Louis, Illinois, of July 3rd, says:

A night of rioting, during which at least twenty negroes are known to have been killed, approximately 300 persons injured, and more than 150 negro houses burned, was followed early to-day by comparative calm, after 1,500 Illinois National Guardsmen had taken charge of this city. Unconfirmed reports place the number of dead as high as 250.

Burning of negro homes began last night shortly before dark and the mobs went from section to section setting fires. As the negroes ran from their cottages rioters fired at them, and many fell back into the flames. It is believed that a number were burned to death.

White women and girls were in the mobs which attacked the negroes, and in several cases beat them to death with clubs. White women and girls attacked colored women on the streets and in the street cars, pulled their hair out, tore off their clothes, and beat them with all sorts of weapons.

The rioting last night was the culmination of a series of disturbances which began with the killing of a police officer and the wounding of three policemen and two civilians early Monday morning.

The fires burned nearly two hundred cottages, and destroyed more than 100 loaded freight cars belonging to the Southern Railway, valued at $500,000. The Broadway Theatre, valued at more than $100,000, was also burned.

Only one white man was killed in last night's rioting, and he was shot by a negro sniper. Two negroes were hanged during the night by mobs and four were killed by snipers. Early to-day, guardsmen arrested more than 500 rioters. The troops, who were on duty during the most serious disturbances, being under civil authority were ordered not to shoot. This resulted in a number of rifles being taken forcibly from the soldiers. General Dickson said that wholesale bloodshed would have been the result of any firing by the troops.

One of the results of the fires was to plunge parts of the city in darkness, and surgeons at St. Mary's Hospital and the emergency operating room, opened in the City Hall, were forced to do their work while policemen held flashlights or candles over the tables. All saloons have been closed indefinitely by the mayor.

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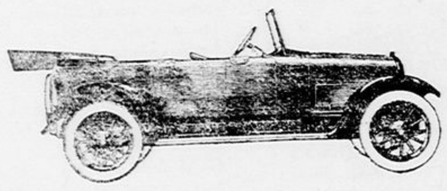

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COUNTESS SCORED BRITISH LANDLORDS

Aristocracy should Give All Lands to State, said Owner of 23,000 Acres

The Countess of Warwick, owner of 23,000 acres, issued a stirring appeal to the landed aristocracy of Great Britain to follow the example of the Russian Grand Dukes and turn over all their feudal properties to the State. "We must go," she says. "The aristocracy of England, in its position of hereditary landowners, must go. The country rings with suggestions for the betterment of the conditions under which land is cultivated, but as I see things, the suggestions are in no instance drastic enough.

"The only cure for the present evils seems to me to be State ownership, the abolition of all private property in the earth that was given to all of us in common. There are two classes of large landowners in England, the aristocracy and the plutocracy.

Only Six have Wisdom

"As a class, the aristocracy have been good landlords within limits, but the limits are very marked, because they have always been a narrow minded body. The average chatelaine who plays the part of Lady Bountiful is to me an abomination, because here philanthropy is so closely associated with dogmatic religion, personal pride and party politics. If our aristocracy possessed the overwhelming wisdom necessary to their role as supreme dictators all would be well, but I cannot reckon in their ranks more than six whose claims would bear momentary consideration.

Plutocrats Worse

"As for the plutocrats, the men who have bought lands and titles in the open market—and the one is nearly as readily purchased as the other—they have not the old feudal tradition of the aristocracy. They have been accustomed to make business ventures pay; they demand 6 per cent. on their outlay and employ an agent who will see that they get it. The landlord of this class is a bad landlord."

NATIONAL FLOWERS

World's Floral Symbols are Very Many and Varied

A journalist paper writes: There is no British flower. There are flowers or plants that symbolize the countries of the British Empire, as the rose for England, the thistle for Scotland, the leek for Wales, the shamrock for Ireland and the maple leaf for Canada. The traditional flower of France is the fleur de lis. It is authentic from Louis VII to 1789. Then it fell with the Bourbons, being replaced by the tri-color. Bonaparte adopted the bee and the Bonapartists wore and still wear violets. The lily was readopted and tradition sanctions its use to-day.

The national flower emblem of Japan is the golden chrysanthemum. Conventionalized with sixteen rays it is the personal badge of the Mikado. But cherry blossoms are often used to symbolize Japan. There is perhaps no Italian flower unless it be the lily. The white lily was the badge of the Ghibellines, the red lily of the Guelphs affording a sort of parallel to the Wars of the Roses which made the rose the national flower in England.

The United States has no national flower. In 1889 an attempt was made to secure a general expression of opinion in favor of some one flower. The goldenrod was then most favored, but either law or traditional usage is necessary to constitute a national emblem of any sort, and the goldenrod had neither to back it.

PENALTY OF FAME

Premier of Britain was Rich in "Schoolmates"

Lloyd George told a friend that he was beginning to think he had almost as many schoolmates as there were passengers on the Mayflower, which carried the Pilgrim fathers to the American coast in the seventeenth century. The premier made this observation after the amusing discovery that he had thousands of schoolmates when he was a schoolboy in Wales. He said the attendance never exceeded 30, but that almost every day his mail includes a letter from somebody who begins by saying: "I was once at school with you."

Rumania's Many Farms

There are a million small farms in Rumania and only a few thousand large ones; but the few big landowners have more land then the many small ones. The average size of the million small farms is eight acres, while that of 4,471 large ones is 2,200 acres, says an American paper. In times of peace the Wallachians go into Hungary by the tens of thousands to help with the sowing and reaping.

A Very Busy Young Thief

A boy of 17, who said he committed the theft two days before he got married and was arrested two days after the wedding, was sent to a month's hard labour at West London for stealing two magnetos worth $120.

Feathered Songsters for Food

The Italians do not consider a dinner complete unless a dish of small roasted birds is included. They even serve roast larks and nightingales.

Where Ingenuity Counts

The bighorn or Rocky Mountain sheep can travel as far over the mountain peaks in a few minutes as a hunter can go in two hours.

An electrically-operated alarm clock of French invention rings its bell one or more times a day at a set time every day, or only on designated days.

One ton of coniferous wood waste will produce from fifteen to twenty-five gallons of 190-proof alcohol.

Fines amounting to over $150 were imposed at Ormskirk on licensed holders for selling drink within prohibited hours.

RAN AWAY TO SEA

To Salonica and back in three months, rescued from a vessel torpedoed by an Austrian submarine in the Mediterranean Sea, and toured across France and England, is the experience of 16-year-old "Rex" Reginald Stimers of Toronto, who now admits to being thoroughly "fed-up" with running away from home.

This boy was born in Campbellford, and with his parents, Mr. and Mrs. C. O. Stimers, moved to Toronto some time ago. Although then only 15 years of age, Rex was seized with a sudden desire to see the world, and in November last disappeared from home, leaving absolutely no trace of where he had gone. He answered an advertisement for men to travel with a transport carrying horses, and sailing from Montreal to Salonica, receiving $35 for the trip over, and $1 a day coming back.

So on November 8th, Rex left Montreal on board the S.S. Ursula, 5,100 tons, of the British Government, loaded with 750 mules for the eastern theatre of war, and a crew of 83 men. The vessel reached Gibraltar on November 22nd, but as she attempted to steam by the fortress without entering, a shot from the fort whizzed across her bow, warning the captain his presence was requested. After these precautions, the voyage to Salonica was resumed.

Her cargo delivered, the steamer St. Ursula left Salonica on December 7th, and about ten o'clock in the morning of the 12th, she was torpedoed without warning 50 miles south-west of the island of Malta. Four men were killed by the explosion. The vessel immediately commenced to list heavily, and the crew was ordered to the boats, many of them with scant attire.

"I was sleeping at the time," said Rex, when telling the story, after his return to Canada, "and climbed into the captain's boat with but few of my clothes. Soon after, a submarine appeared on the surface, the VC-12, which I later learned was an Austrian boat, and commenced to circle around us. The commander of the boat stopped his craft and in very good English enquired if any had been killed. He was informed by the captain that four men had been killed by the explosion. We were then told to get away from the vessel, and the five lifeboats, carrying men, got safely away. When 100 yards away, the submarine fired another torpedo, striking her amidships and the St. Ursula disappeared in a little over a minute.

"We drifted all day in a rolling sea," continued the lad. "Every man in the boats was sick and did not care whether we were saved or sank, but at six a.m., we sighted a vessel, and were picked up by the British light auxiliary cruiser, the Century, 50 miles from Malta. Many of the men, as well as myself, were completely exhausted, owing to the exposure and lack of clothes, but we were given every assistance on the Century. She at once sailed for Malta, but was forced to sail around the island all night, owing to the condition of the harbor because of mines. In the morning we were landed and sent to the town of Valetta, but later to Senclea, where we were bought clothes and other requirements by the steamship company." He now wears a suit with Malta as the manufacturer's address. He visited Paris and Liverpool, and finally reached Canada.

Rex says he has seen enough of the world, but that he had started out with the intention of seeing California and the Southern States. He is now back at his old job.

CARRIED MILE IN CLOUDS

Pensacola, Fla., July 3.—Caught in the rigging of a naval baloon which had been carried away from its moorings by a gust of wind, Chief Petty Officer Gay was carried 8,000 feet in the air over Pensacola Bay. Though over a mile in the air, Gay managed to worm his way from the gear to the aircraft's car and there open the valve which brought the baloon down in the bay. Gay was rescued uninjured.

His Chance.

Boy (just in from school)—Ma, teacher told us to-day that it was not patriotic for people to hoard food. What do you think about it, ma?

Ma—I guess that teacher's right, my son.

Boy—Say, ma, mayn't I have some of that pie you're saving for tomorrow, ma?

TWO YEARS TO DELIVER LETTER

Two years ago a letter went through the Toronto post office addressed to Miss Kate McKenna, Osgoode Hall. A postman slipped it under a door which he thought was hers, and there it lay till moving operations, which are now in progress consequent upon the growth of the business of the Central Office. It happened that the door was an unused one, and that a cupboard had stood in front of it for years. The cupboard has now been removed, and the letter was then discovered covered with the dust of twenty-four months. When this was knocked off, it was found that the letter was postmarked June 9th, 1915.

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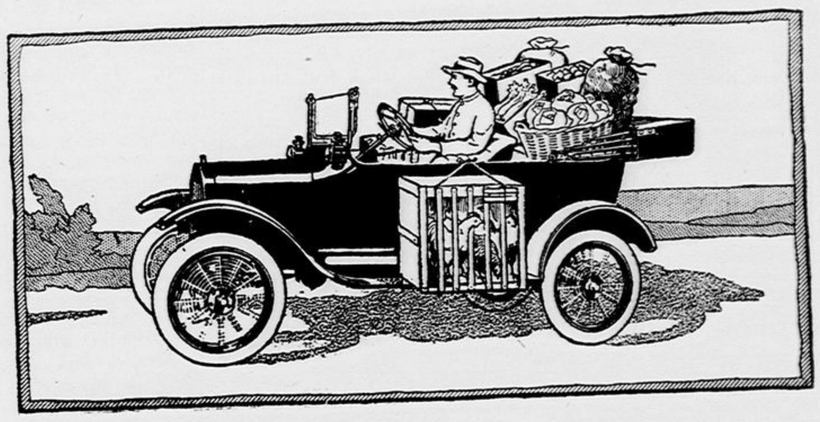

Quick Hauling to Market

JUST think of the time the Ford saves a busy farmer in hauling milk to the cheese factory—vegetables, butter, eggs and poultry to market—fruit to the railway station. One fruit grower, last season, made four trips a day to the railway station, a total of 144 miles, and carried as high as 72 crates of 11 quarts each on a trip. He couldn't have made more than one 36 mile trip a day with a team.

The Ford soon pays for itself in the time it saves the farmer. With help so scarce, every farmer needs to make use of every precious minute of his time. To him the Ford car is a real necessity. Indeed, some farmers tell us that it is doubtful if they could carry on their farm work under present conditions if it wasn't for the time the Ford saves them.

No farmer need be without a Ford. In fact, the average farmer could afford one if it were double the price. It is as easy to drive as a horse, three times as fast, and costs less per mile to run. Why not order one to-day?

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