

# U. S. CHALLENGES ENGLAND'S RIGHT

## Regulation of Routes of Neutral Ships is Attempted.

### AN EXPLANATION IS ASKED

The Regulations Involve Questions Which Were Discussed in the American Note Sent to Germany.

Washington.—The last act of Great Britain in a supplemental order-in-council, which practically undertakes to regulate the routes of American and other neutral vessels on the high seas, has forced the United States to challenge her right to make such regulations.

The State Department was startled and chagrined about a week ago to be informed that the British admiralty had undertaken to tell American shipmasters and others that they could approach the Scandinavian countries northward by way of the English Channel only on "permission through their foreign representatives." More drastic than this was the practical ultimatum that if vessels could not get such permission they must take the southabout route west of Ireland, then up the Scotch coast and were not to approach the Shetland Islands "by less than 50 miles."

These regulations involve questions which are discussed in the American note to Germany and which come out sharply in the incident of the Nebraska. The regulations on their face are unwarranted restriction, officials think, on the rights of neutrals in the open sea. The United States does not admit the right of Germany to stop or regulate American traffic in the English Channel. Now the British government, in addition, assumes to dictate a course for neutrals on the high seas around Ireland and the remote islands of Scotland.

Officials say that no action will be taken immediately, as the note to Ambassador Page on the subject merely asks him to get an "explanation" from the British government.

It is evident, however, that pressure has been brought to bear from some quarter on the United States to make prematurely an issue with a substantial part of the American note to Germany. It has been stated in very high circles in Washington that this government did not propose to make any issue with Great Britain on the questions of blockade, rights of ships on the high seas, mine areas, etc., until Germany had answered President Wilson's note. The present inquiry, however, appears to operate in the interest of Germany. It is thought she may now postpone further her reply until Great Britain has been given a reasonable time to answer the new American inquiry.

### WANTS SKILLED MECHANICS.

#### England Searching For 30,000 To Make Munitions.

Ottawa, Ont.—In a quest for as many as 20,000 skilled mechanics as the Dominion can supply, George N. Barnes, member of the British Parliament from Glasgow, and W. Windham, of the British Board of Trade, reached Ottawa to confer with government officials. Messrs. Barnes and Windham were commissioned by the British government to visit Canada on their mission. The workmen wanted will be employed in the manufacture of war munitions in the British Isles.

### BAPTIST BEHIND WILSON.

#### Northern Convention Indorses the Stand for Neutral Rights.

Los Angeles, Cal.—The Northern Baptist Convention in its closing session here adopted resolutions indorsing the President's stand for neutral rights in the European war and urging national prohibition, the enactment of federal statutes to govern divorce and the strict enforcement of Sunday closing laws everywhere. Another resolution recommended international arbitration as a means of insuring world peace.

### RUSSIAN TROOPS IN PERSIA.

#### Turco-German Agitation Makes Reinforcements Necessary.

Petrograd (via London).—A telegram from Teheran, the capital of Persia, says that Turco-German agitation in that country has assumed a threatening nature. On this account Russia has sent in additional troops to reinforce its contingents at Kasbin and Khry. The Persian government has been notified that this step has been taken solely to protect Russian subjects, and that it implies no hostility to Persia.

### BEATTY'S FLEET WINS.

#### Attackers Outmaneuver Fletcher's Ships and Obtain a Base.

Washington.—Victory for Rear Admiral Beatty's attacking "red" fleet, which outmaneuvered the Atlantic Fleet under Admiral Fletcher and won a position to establish a base in Chesapeake Bay, closed the great war game which has been in progress off the coast for some days.

## EXTRA INNINGS



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## NEBRASKAN HIT OFF COAST OF IRELAND

### U. S. Ship Mined or Torpedoed in War Zone.

### NO LOSS OF LIFE ABOARD

#### British Admiralty Reports She Was Torpedoed—Captain Not Sure Whether He Was Attacked Or Hit Mine.

London.—The American steamer Nebraska, Captain Green, from Liverpool, May 24, for Delaware Breakwater, was torpedoed by a submarine at a point 40 miles west-southwest of Fasna, off the south coast of Ireland. The sea was calm at the time. The crew at once took to the boats and stood by the steamer. It was soon ascertained that the Nebraska was not seriously damaged. She had been struck forward, and her foreholds were full of water.

The crew returned on board and got the vessel under way. No lives were lost among the crew. The Nebraska did not carry any passengers. The foregoing information was received by the British Admiralty in London and it was at once communicated to the American Embassy.

### Big Surprise To Officials.

The torpedoing of the Nebraska was a surprise to American officials here. Apparently it occurred about 9 o'clock. All foreign vessels leaving Liverpool recently have had their names and nationalities painted in large letters on their sides and have flown large flags. The evening was clear, and the period between 8 and 9 o'clock is the twilight hour in the British Islands at this season.

A message to Lloyd's says that an armed trawler went to the assistance of the Nebraska and stood by her all night.

### Washington Waits For Reports.

Washington.—The course of the United States government in the case of the American steamer Nebraska, damaged off the coast of Ireland, is undetermined because officials are without definite information as to whether the ship was torpedoed or struck a mine.

### Messages From Ambassador Page and Consul General Skinner, at London, transmitted the report of the British Admiralty that the vessel had been torpedoed, but officials noted with much interest the captain's report to his owners, indicating a doubt as to whether the Nebraska was hit by a torpedo or a mine.

President Wilson himself read all the official and unofficial dispatches. In view of the positive position which the United States has taken on the subject of submarines actively in the war zone and the delicacy of the situation with Germany arising out of the Lusitania disaster, the story of the Nebraska's experience is awaited with unusual interest. Should it develop clearly that she was torpedoed without a warning aggravating circumstance will have been added to an already tense situation, notwithstanding the fact that no lives were lost.

### ELECTROCUTED USING 'PHONE.

Woman Picks Up Receiver While Holding Vacuum Cleaner.

Cranston, R. I.—Mrs. Arthur H. Noyes was accidentally electrocuted in her home when she picked up a telephone receiver with one hand while holding the handle of an electrically operated vacuum cleaner in the other. A short circuit was completed.

### SPEYER SAILS FOR NEW YORK.

Former Privy Councillor Leaves England For Holiday.

London.—Sir Edgar Speyer, who recently resigned his Privy Councillorship on account of criticism based on the occupancy of such a position by a native of Germany, sailed for New York on the steamship Philadelphia. He said he was going on a short holiday.

## NEW BRITISH CABINET COMPLETE

### Kitchener Remains, But His Duties Reduced.

### CHURCHILL OUT NAVAL POST

Lloyd-George, Former Chancellor of Exchequer, Becomes Minister of Munitions, a Newly Created Post.

London.—An official announcement as to the composition of the new cabinet was made by the Press Bureau: Mr. Asquith remains as premier. Reginald McKenna, the present home secretary, becomes chancellor of the exchequer. Sir Edward Grey remains as foreign secretary. Arthur J. Balfour, the Unionist leader, becomes first lord of the admiralty, to take the place of Winston Churchill.

Lord Kitchener remains as secretary for war. Lloyd George becomes minister of munitions, a newly created office. Winston Churchill becomes chancellor of the Duchy of Lancaster.

A place was offered to John Redmond, the Irish leader, but he refused it. Premier Asquith retains the portfolio of first lord of the treasury. Lord Lansdowne takes a seat in the cabinet but without a portfolio.

### SOME NEW FACES.

The other members of the new Cabinet follow: Lord High Chancellor—Sir Stanley Buckmaster, the present solicitor general. Lord President of the Council—Lord Crewe.

Lord Privy Seal—Lord Curzon, former Viceroy of India. Home Secretary—Sir John Simon, the present attorney general. Secretary for Colonies—Bonar Law, leader of the Unionist party. Secretary for India—Austen Chamberlain.

President of the Board of Trade—Walter Runciman. President of the Local Government Board—Walter Hume Long. Chief Secretary to the Lord Lieutenant of Ireland—Augustine Birrell. Secretary for Scotland—McKinnon Wood.

President of the Board of Agriculture and Fisheries—Lord Selborne. First Commissioner of Works—Lewis Vernon Harcourt, the present secretary of colonies.

President of Board of Education—Arthur Henderson, chairman of the Parliamentary Labor Party. Attorney General—Sir Edward Carson, the Ulster leader.

It is announced that the King has conferred the Order of Merit upon Viscount Haldane, the present lord high chancellor, who is retiring from the Cabinet.

### Some Surprises.

The cabinet is composed of 12 Liberals, eight Conservatives, one Laborite, Arthur Henderson, and one non-partisan, Earl Kitchener. Thirteen members of the old cabinet remain in office. Of these, Mr. Asquith, Sir Edward Grey, Earl Kitchener, Mr. Runciman, Mr. Birrell and Mr. Wood retain their old portfolios.

### ITALY TO STICK TILL FINISH.

#### Promises Signature To Agreement Of Allied Powers.

London.—Italy has given her adhesion to the agreement already signed by the allied powers not to conclude a separate peace. The signature of a formal document to this effect is imminent. The Austro-German plan of campaign has not yet been disclosed, but it is generally believed that attempts to inflict a quick and decisive defeat or, at least, one that will discourage the Italians will be undertaken largely by the Germans under Field Marshal von Hindenburg.

### MUST NOT OWN AUTOS.

#### National Conference Of Dunkards Makes The Decision.

Dayton, Ohio.—At a meeting of the national conference of Dunkards of the United States and Canada, the denominational representatives unanimously decided that members should not own automobiles. This question has faced the church for a number of years. It was also decided not to sell whatever food is left over after the conference, but to give it to the poor. The conference is being attended by 4,000 members. Foot washing among members is being strictly observed.

### BOY SCOUTS LOYAL.

#### Send Pledges To President To Stand By Him.

Washington.—Several hundred pledges signed by Boy Scouts of Norwood, Pa., in which the boys promised to "stand by the President" in the present international situation, were taken to the White House by several of the Boy Scouts in uniforms. The President expressed his warm appreciation. The pledges also carried the signatures of a number of prominent business and professional men of Philadelphia.

### BOMBS DROPPED ON PARIS.

German Taube Flies Over Northern Suburb Of City.

Paris.—Another German aeroplane of the Taube type flew over the northern suburb of Paris and dropped several bombs. No one was injured by these projectiles.

## RIDER AGENTS WANTED

IN EACH TOWN and district to ride and exhibit a sample Latest Model "Ranger" bicycle furnished by us. Our Rider Agents everywhere are making money fast. Write for full particulars and special offer of one. NO MONEY REQUIRED until you receive and approve our bicycle. We ship to you anywhere in the U. S. without a cent deposit in advance, prepaid freight, and allow TEN DAYS FREE TRIAL during which time you may ride the bicycle and put it to any test you wish. If you are then not perfectly satisfied or do not wish to keep the bicycle ship it back to us at our expense and you will not be out one cent. We furnish the highest grade bicycles possible to make at one small profit above actual factory cost. You save \$10 to \$25 middlemen's profits by buying direct from us and have the manufacturer's guarantee behind your bicycle. DO NOT BUY a bicycle or a pair of tires from anyone at any price until you receive our catalogues and learn our unbiased factory prices and remarkable special offers.

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when you receive our beautiful catalogues and study our magnificent offers for the coming year. We will introduce you to the wonderful new bicycle we can make you this year. We will introduce you to the wonderful new bicycle we can make you this year. We will introduce you to the wonderful new bicycle we can make you this year.

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### J.L. MEAD CYCLE COMPANY, CHICAGO, ILL.

## IMPROVED STATE ROADS BY OVER \$300,000

### 70,000 To 80,000 Men Worked On 5,500 Miles Of Highway Wednesday, May 26.

Harrisburg.—Figures compiled by the state Highway Department from reports sent in by county road superintendents, show that between seventy and eighty thousand men worked on 5,500 miles of highway in observance of the State's first "Good Roads Day," and that if weather had been favorable probably three times that number would have volunteered their services.

In some counties the rain was so persistent that no attempt was made to do any work and "Good Roads Day" was set later. The State Highway Department has agreed to co-operate with all counties which will observe the day.

In five counties more than 5,000 men volunteered their services, these counties being Allegheny, Butler, Fayette, Somerset and Washington. In Armstrong reports showed 2,431 workers spent the day on the highways and that the final reports would show more because a wide publicity campaign was carried on by local people. Fayette leads in number of workers thus far reported, having 5,750.

It is estimated that the work done represents a donation worth \$500,000 and the stone and other material will make the value much more. Governor Brumbaugh and officials of the State Highway Department expressed great pleasure at the results obtained and said that the future effect would be excellent because of local pride aroused.

Chief Engineer Uhler, who toured counties near Philadelphia, said that excellent work was done and the example would be lasting. He said that he thought "Good Roads Day" had come to stay and that each year would find a stronger sentiment for it.

The following table gives the results by counties:

| County     | Miles of road worked. |
|------------|-----------------------|
| Adams      | 601                   |
| Allegheny  | 2,911                 |
| Armstrong  | 252                   |
| Beaver     | 100                   |
| Bedford    | 250                   |
| Berks      | 601                   |
| Blair      | 250                   |
| Bradford   | 250                   |
| Bucks      | 250                   |
| Cambridge  | 250                   |
| Cameron    | 250                   |
| Carbon     | 250                   |
| Centre     | 250                   |
| Clarion    | 250                   |
| Chester    | 250                   |
| Cleburne   | 250                   |
| Columbia   | 250                   |
| Cumberland | 250                   |
| Delaware   | 250                   |
| Elk        | 250                   |
| Franklin   | 250                   |
| Fulton     | 250                   |
| Greene     | 250                   |
| Huntingdon | 250                   |
| Juniata    | 250                   |
| Lackawanna | 250                   |
| Lancaster  | 250                   |
| Lawrence   | 250                   |
| Lebanon    | 250                   |
| Lehigh     | 250                   |
| Luzerne    | 250                   |
| Lycoming   | 250                   |
| McKean     | 250                   |
| Mercer     | 250                   |
| Mifflin    | 250                   |
| Monroe     | 250                   |

Montgomery 5% 103 61 2  
Montour 6% 38 10 ..  
Northumberland 9% 418 79 14  
Pike 150 30 ..  
Schuylkill 72 309 68 16  
Snyder 1% 110 18 3  
Somerset 5,152 417 ..  
Sullivan 91 314 70 11  
Union 15 50 15 6  
Warren 1,500 250 ..  
Westmoreland 601 2,911 523 176

Men at work. 3,828% 40,955 8,804 1,223  
Teams. \*Returns incomplete.  
Drags. Nearly every county in the north-eastern part of the State reported rainy conditions and in Monroe and Pike counties no attempt was made to do any work. In some of the other counties work was abandoned before noon, while in still others it was not until afternoon that work was begun.

In Blair county fifty car loads of cinders were used on the roads and three car loads of stone.

### No Aid For March.

Harrisburg.—Pleas for commutation of the death sentence of George H. March, the Delaware county murderer, were refused by the State Board of Pardons, after application for continuance of the case pending the appeal to the Supreme Court. The effort to continue the case was objected to by District Attorney John B. Hannum, and when overruled by Hiram Hathaway, Jr., counsel for March, made an extended argument in behalf of his client, contending that Pennington was the real murderer, and that March should not be held accountable for what the other man, whom he alleged was weak-minded, had done. The board also disposed of several second degree cases.

At the meeting of the Reading Poultry Association, it was decided to hold the annual show December 6 to 11.

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