

DARING COSSACKS

Russian Rough Riders an Old and Famous Body.

ONCE KNIGHTS OF FREEDOM.

In Former Times They Were Known Entirely as Defenders of the Poor and the Oppressed—Deadly as Marksmen and Experts With the Sword.

The popular conception of the Russian Cossack is a whiskered atrocity who rides with the speed of the wind, comes to do acts of pillage and of rapine and then goes back again into the bosom of the tall grass from which he came. By many he is supposed to belong to a legendary tribe whose history stretches back into the blackness of the dark ages from which he has not yet emerged.

No; the Cossack is in many respects like the simple Russian peasant. In others he is like the cowboy of the western plains, whose home is as much in the saddle as in his own village. Far from being oppressors, the Cossacks were once known entirely as the defenders of the poor and the wronged. They belonged to an order of rustic chivalry, the Kazachestvo, the Knights of Freedom.

The name Kazak is of Tartar origin and means "freeman." It was applied to men driven from the more settled countries and who under the blue sky rode without the trammel of tradition, without the interference of kings, potentates and powers. There was a time when nobles laid heavy hand upon the subject and human life was held in small account.

The thirteenth and the fourteenth centuries saw the Cossacks developed into communities living in the neighborhood of the river Dnieper and riding hither and thither to keep watch and ward over the domain of the emperor.

The cowboy guards of the great southwest in this country, who are now disappearing from our American life, are Cossacks in spirit. When they become cavalrymen, Texas Rangers or rough riders they are American Cossacks.

There were some criminals among the Cossacks, but once they had enrolled in the Cossack legions they left behind them all their past. Some were exiles for political reasons. Others had been hunted for taking into their own hands the avenging of wrongs. And what avails a name after all? When the officers of the state came inquiring into the Cossack encampments for Demetri and Ivan that nothing was known of them at all, for the Cossacks permitted men to divest themselves of former titles and to begin the free life with a new nomenclature. To them the newcomer were "Big Nose," "Yellow Buttons" or some other nicknamed comrade.

While other persons paid taxes the Cossack was subject to no such inconvenient levy. His share was paid by the power of his sword and his pistols. He insisted always that he was not to be assessed, but that he should give his military service when Russia required it of him.

When the Cossack communities were first formed they were inhabited only by men. The Kazachestvo took vows of celibacy. It was an order that lived like anchorites and fought like demons.

As the ages have passed there have been many changes. The Cossacks have families and their own home life. At first, however, young and daring youths were sent out to ride with the Cossacks, and there was no system of chivalry more punctilious than was that of the men of the steppes. Offenses that involved violation of their vows or the ill treatment of the weak and the oppressed were punished with death. The sentences were quickly imposed and speedily executed. Cowboy justice and Cossack rule are the same in principle.

The dress of the Cossack has become more or less conventional as the years have gone. We see him in the long coat of brown or of green, with the great lambskin cap on his head, with strong belts containing cartridges about his waist. He shows the influence of military training. The Cossack of today is a model of elegance compared with what he used to be. He seized garments covered with gold lace, coats of silks and sable and smeared them with mire and tallow to show his supreme disregard for fine trappings. He wore coarse garb, but in the care of his weapons the Cossack has always been punctilious.

His marksmanship was deadly and accurate, even when riding at full speed, as that of the cowboys of the western United States. The Cossacks have been expert swordsmen for centuries. Their proficiency in arms came from their environment. The steppes in which they sought their livelihood were covered with grass often so high only the head and shoulders of the riders appeared above the top of it. Game was abundant in those thick tangles; fruit could be obtained easily; the rivers teemed with fish. The wants of the Cossacks were few and simple. They could do with much or little. A slice of horseflesh carried under the saddle to keep it warm was a ration fit to be called a luxury.—New York Herald.

Shows It.

Knicker—Does your wife understand the use of leftovers? Bocker—Yes; she is constantly pointing out to me how she might have married them.—Judge

Idleness is the beginning of all vices.—German Proverb.

Former Dictator of Mexico Now In New York



Photo by American Press Association. VICTORIANO HUERTA.

JAPANESE ON MEXICAN SOIL

Naval Base Planted at Turtle Bay in Lower California.

Los Angeles, Cal., April 15.—Japan has established a complete naval base in Turtle bay, Lower California. A squadron under Admiral Nakayama has mined the bay, which is Mexican waters, and has landed several thousand men, with guns and ammunition and established a fortified camp upon Mexican soil.

This intelligence was brought by a staff correspondent of the Los Angeles Times, who returned from a secret trip of investigation. At the same time San Francisco dispatches explained why the Japanese were able to establish themselves upon the American continent without the news leaking out.

The wrecking tug Sea Rover, which recently was chartered by the Japanese government to salvage the cruiser Asama, which several weeks ago ran aground in Turtle bay, returned to San Francisco and reported the warship beyond salvage. She made no mention of any Japanese squadron.

The owners of the tug announced that the wrecking boat was ordered back to port by the Japanese, who chartered her before she had come within sight of Turtle bay, where the Asama lay, and the crew was given instructions to say that the Asama was beyond saving.

The warships guarding the Asama were the Chitose, Idzumo and Tokiba. When the correspondent sought to get close to these vessels and to visit the Asama he said he was arrested and told by Lieutenant Tomazada of the Idzumo that it was dangerous to cruise about the bay and also that visiting was discouraged.

COKE MAN KILLS HIMSELF

Fred C. Keighley of Uniontown, Pa., Uses Revolver.

Uniontown, Pa., April 15.—Fred C. Keighley, aged fifty-eight, of East Fayette street, committed suicide by shooting himself through the mouth in a garage in the rear of his home. Mr. Keighley was general superintendent of the Oliver & Snyder Steel company's coke plants near Uniontown. It is rumored that Mr. Keighley was financially embarrassed because of the failure on Jan. 18 of the First National bank of Uniontown, commonly known as J. V. Thompson's bank.

About one year ago Mr. Keighley opened a coal mine near Ligonier. It is said that he depended on the assistance of his daughter, Mrs. William A. Hogg, of Uniontown, to conduct the mine. Mrs. Hogg was a heavy loser when the First National bank became insolvent and it is reported was unable to assist her father.

DUBLIN CHEERS WIMBORNE

New Lord Lieutenant Makes State Entry Into Ireland.

Dublin, April 15.—Baron Wimborne, who has succeeded Lord Aberdeen as lord lieutenant of Ireland, made his state entry into Dublin and was given a great welcome by all classes.

Baron Wimborne in recent years has represented the Irish cause in the house of lords. He took the international polo cup back to England from America.

Oldest Active Banker Dead at 99.

Norwalk, O., April 15.—John Gardner, aged ninety-nine, the oldest active banker in the United States, died. He was president of the Norwalk National bank, in which he became a clerk eighty-one years ago, and until six months ago went daily to business.

In Wartime

Now strikes the hour upon the clock,
The black sheep may rebuild the years;
May lift the father's pride he broke,
And wipe away his mother's tears.

To him the mark for thrifty scorn,
God hath another chance to give;
Sets in his heart a flame newborn
By which his muddled soul may live.

This is the day of the prodigal,
The decent people's shame and grief;
When he shall make amends for all,
The way to glory's bloody and brief.

Clean from his baptism of blood,
New from the fire he springs again,
In shining armor, bright and good,
Beyond the wise home keeping men.

Somewhere tonight—no tears be shed!
With shaking hands they turn the sheet
To find his name among the dead—
Flower of the army and the fleet.

They tell with proud and stricken face
Of his white boyhood far away—
Who talked of trouble or disgrace?
"Our splendid son is dead!" they say.
—Katharine Tynan in British Review.

SAYS BALLAST SHIFTING CAUSED WRECK OF F-4.

Holland Pointed Out Danger, but Wasn't Heeded, Son Says.

John P. Holland, Jr., whose father built, at the old Crescent shipyards in Elizabeth, N. J., the first Holland submarine, says that if the government had heeded his father ten years ago the F-4 disaster in Honolulu harbor probably would have been avoided. Mr. Holland assumes that shifting caused the wreck of the F-4. Plans of construction which would avoid this evil were submitted by Mr. Holland to the government.

"In 1907 my father submitted to the government a plan for a submarine which embodied all his previous experience with the underwater vessel. It was ideal in every way," declared Mr. Holland. "At that time he took occasion to point out some of the defects in the construction of submarines and to warn the government against a serious catastrophe, such as occurred in the case of the F-4.

"One of the chief defects pointed out by my father at that time was the arrangement of the ballast tanks. Because of the faulty position of the tanks the boats would dive unexpectedly when the center of gravity was suddenly shifted. Should the boat be running partly submerged with the tank partially full, any movement in the boat, such as the raising of the bow or stern on a wave, would cause the water in the ballast tanks, in obedience to the laws of gravity, to shift forward or backward, upsetting the gravity of the boat. As a consequence the boat would be rendered beyond the control of the crew. Should the boat be running submerged, with her ballast tanks full, the same dive would be caused by shifting of the oil in the partially filled fuel tanks. This, beyond doubt, accounted for the sudden dive of the F-4.

"In order to overcome a situation of this kind, my father had on his boat an apparatus designed to expel the water from the ballast tanks in a few moments. Even if the boat were at a very great depth it would rise immediately to the surface. This idea was, however, vetoed by submarine experts of the government."

METEOR SEEN BY DAYLIGHT.

Shot Across Sky From West to East Near Sundown.

The first meteor New York ever saw by daylight visited the city at exactly 5:30 o'clock on March 30. Though not as brilliant as nocturnal fiends, it was beautiful and startling because of its size, and as the twilight was descending the train of the meteor shone, sparkled, scintillated and glowed in the full pride of its mightiness. Its head was easily remindful of what a 42 centimeter shell should look like as it goes flying through the air.

The meteor shot across the sky from west to east as one saw it from the financial district. It was visible for about twenty degrees, and its train remained in sight for a couple of seconds. The head seemed about twenty times the size of Venus. It was chiefly a glowing white with a bluish gray border. The train did not spread out like that of a comet, but graduated to narrower proportions and evanesced into atmospheric nothingness.

It looked to observers as if it were too big to burn out before reaching the earth. It shot through the sky at an angle of about twelve degrees and was about fifteen degrees above the earth when its fascinating brilliancy disappeared.

SHE'S WORLD'S BEST COW.

Freison Fayne Gives Eleven Tons of Milk in Year.

The revised figures of an official test of 365 days at the Finderne farm of the Somerset Holstein Breeders' company of Somerville, N. J., show that Freison Fayne is the world's greatest cow. In the year she gave 24,900 pounds of milk, containing 1,116 pounds of butter.

The previous world's record for a Holstein cow was 21,000 pounds of milk and that of a Guernsey 24,004 pounds of milk. But the value of the milk is based on its butter, and Freison Fayne has produced 105 pounds more butter than either of the previous world's record cows.

GENERAL HUERTA SALUTES AMERICA.



Photo by American Press Association.

Latest photograph of former Mexican dictator since his arrival in this country.

JAPANESE REPAIR KIAUCHAU BRIDGE.

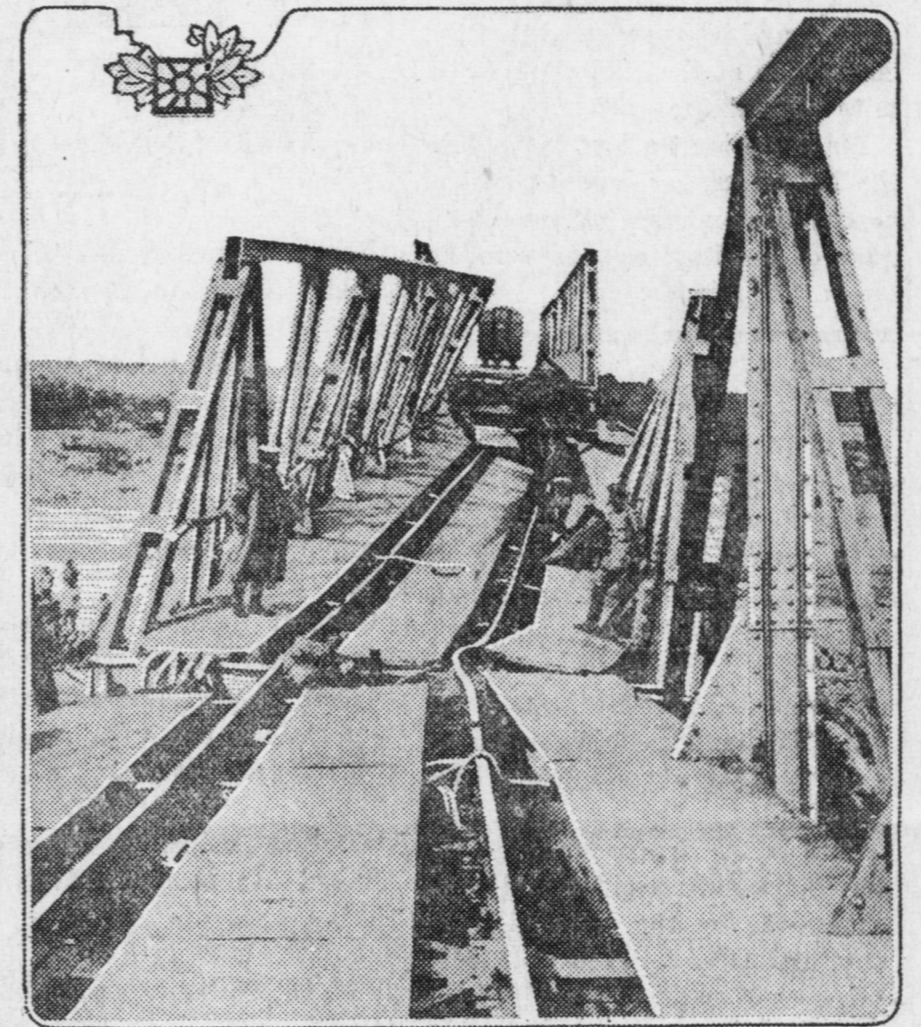


Photo by American Press Association.

Pehsha river bridge, China, destroyed by the Germans, in course of repair.

EARLIEST ACCOUNT OF FALL OF MAN.



Sumerian tablet telling of the creation, fall of man and the flood, written about 2100 B. C. It is in the University of Pennsylvania museum, Philadelphia.

Strenuous Love.

"Do yer love me, Erb?"
"Love yer, 'Liza! I should jest think I does. Why, if yer ever gives me up I'll murder yer! I can't say more'n that, can I?"—London Punch.

Very Moving.

Talk about moving things with a derrick—the most powerful thing known to move man is a woman's eyes.—Florida Times-Union.

The Drummer.

"I sometimes think," remarked the regular patron, "that the snare drummer should be the best musician in the theater orchestra."
"He usually is," said the drummer.—Chicago Tribune.

Ownership of the Air.

Our ancestors must have foreseen the aeroplane or they would not have embodied in the law the principle that he who owns the land owns the column of air above "usque ad coelum," or up to the skies. This can be traced back as far as the reign of Edward I., and from this time every authority to the present court of appeal has emphasized the right of every citizen not only to be king of his own castle, but of the sky above it.—London Chronicle.

There Ain't No Such Animile.

"Why don't you engage her as cook?"

"She signed her letter of application, 'Your obedient servant.'"—Philadelphia Ledger.

ENGLISH LOSE SHIP IN STRAIT

Submarine E-15 Sticks In Mud and Is Captured

VESSEL SUNK, SAY TURKS

General Von Hindenburg May Be Sent to Carpathians to Take Command of Situation, Rome Reports. French Are Making Strong Offensive Movement in Region of Alsace and Lorraine.

London, April 19.—The E-15, one of England's newest submarines, ran aground in the mud off Kephez point in the Dardanelles. Of her crew of thirty-one, which included three officers, seven were lost. The remainder were made prisoners by the Turks. The former vice consul at Dardanelles was one of the men rescued.

News of the loss of the E-15, which was built last year and was one of his majesty's most improved undersea boats, was given out by the official press bureau. She was attempting a difficult reconnaissance of the mine fields in Kephez bay when her nose ran into the mud. Apparently she was not entirely submerged at the time, for Turkish soldiers on shore were attracted by the calls of distress and put out to the rescue of the crew.

There is no explanation, however, of how seven men happened to lose their lives. Apparently they were drowned, for there is nothing to indicate that there was an explosion. The shallow water extends a good ways from the shore in Kephez bay. The place is on the Persian shore, about ten miles from the Aegean sea and only four miles below Killid Bahr.

The press bureau issued the following dispatch from Cairo:

"On April 16 there was a reconnaissance by aeroplane from the Suez canal to Elsir, twenty miles south of El Arish. Nine bombs were dropped with effect. On the same day a French cruiser, directed by a sea plane, bombarded the Turkish camp at El Arish. On the following day a French cruiser, also directed by a sea plane, caused damage among Turkish troops during a bombardment of the camp south of Gaza."

Turks Say Ship Was Sunk.

Constantinople (Via Berlin and London), April 19.—The war office issued the following official statement:

"The British submarine E-15 has been sunk in the Dardanelles east of Karanlik. Three officers and twenty-one men of the crew of thirty-one were rescued by the Turks. Among them was the former British vice consul at Dardanelles.

"On the afternoon of April 14 the English battleship Majestic bombarded a land position near Gaba Tepeh on Saros bay. The fire was returned and the Majestic was forced to retire.

"On the following afternoon the Majestic attacked our advanced batteries, but was struck three times. The warship retired and was replaced by the British battleship Swiftsure, which continued the bombardment without result.

"On the nights between April 13 and 15 enemy torpedo boats tried to penetrate the Dardanelles. They were easily repulsed. German aviators dropped bombs, which struck and exploded on enemy coal steamers."

Von Hindenburg in Carpathians.

Bucharest (Via Rome), April 19.—Field Marshal von Hindenburg, the German commander-in-chief in northern Poland and East Prussia and the chief reliance of Germany in the east, is likely to be appointed commander-in-chief of the Austro-German forces in the Carpathians, according to rumors current here.

The rumors had their origin in a recent visit of Field Marshal von Hindenburg to the Carpathian district, where he conferred with Archduke Frederick, the Austrian commander, and his chief of staff, General Conrad von Hostendorf. While in the Carpathians the German field marshal inspected the positions now held by the Austro-German forces.

French Active in Alsace.

Paris, April 19.—The activity of French arms in Alsace and along the border of Lorraine is gradually increasing into the proportions of a strong general offensive which has as its object the occupation of the lost provinces. The German defense of this region, as elsewhere, is stubborn, but in the face of it the French forces seem to be making slight headway.

Further progress has been made in the region of Schnepfenreith Kopf, the capture of which height was announced. The scene of this fighting is about twenty-five miles southwest of Colmar, a city on the Lauch river, toward which two, and possibly three, offensive drives seem to be converging.

Love Affair Ends In Murder.

Monessen, Pa., April 19.—Joe Dantici, thirty-four years old, of Third street, was shot and instantly killed here. The shooting resulted from Dantici's alleged infatuation with Mrs. Frank Matene, a pretty Italian woman. The woman's husband is alleged to have lain in wait for Dantici and shot him three times, escaping to the hills back of Monessen.