

SENATOR O'GORMAN REJECTS SUFFRAGE



Photo by American Press Association.

Suffragists in campaign to visit every member of congress for support for constitutional amendment received rebuff at hands of Senator O'Gorman of New York, shown here with delegation of suffragists.

Plaint of a Tommy

I'm lyin' here in the hospital In a swanky great 'otel, With painted ceiling and gilded walls And everythin' awful swell. There's velvet curtains an' droopin' palms, But I'd give the bloomin' 'ead For 'alf an' 'our in 'The Golden Pig.' What's down in the Mile End road. We're nourished in lords and fightin' cocks On chicken and soup and such, And made up dishes with fancy names As I don't fancy much. An' some of 'em brings us real champagne To moisten our fevered lips; But I'd give the lot—and welcome too— For a plate of fish and chips. I've got a duchess to wash me face And flutter around me bed, To see as I gets me beauty sleep, And bandage me wounded 'ead. But I'd change 'er any day to 'ear The girl as I used to court, Sing out, as she clapped me on the back: "Why, 'Arry! Buck up, old sport!" —London Op'nion.

"HICCUGHS OF THE SEA," NOT FLEETS AT WAR.

Scientists Explain Cause of Frequent Reports of Battle in North Sea.

The frequent reports, which subsequently were not confirmed, that heavy cannonading had been heard in the North sea have led to an investigation by scientists. It was disclosed that the reports of detonations were authentic, although no firing took place. Abbe Moreux of the observatory at Bourges came to the conclusion that these loud reports were simply what the Belgians call "mistpoeffers," or explosions of fog. They are called "hiccoughs of the sea" in Holland and sometimes are referred to as marine bombs. The same phenomenon has been observed on the banks of the great lakes and on the great plains of the delta of the Ganges. Finally Abbe Moreux noticed that the appearance of this phenomenon was generally simultaneous with reports of explosions of fire-damp in mines. The electrical action of the sun upon the surface of the earth, the abbe says, provokes movements favorable to the expansion of imprisoned gases, wherever there are fissures in the crust. These gases, liberated from their prisons, expand and cause at the same time explosions of fire-damp and earthquakes. The abbe pointed out that earthquakes are always preceded by noises resembling distant detonations of artillery. Vibrating shocks originating in the interior of the crust of the earth may produce sonorous waves which are quite perceptible if the atmosphere is in repose. Abbe Moreux says that meteorological conditions do not, as has been supposed, cause the phenomenon. They only favor its production.

Pure Bred Arab Horses. In Cairo there is a society for preserving the pure bred Arab horse. It is said that recent changes in the lives and habits of the Bedouins have resulted in the deterioration of these horses. A practical horseman of wide experience says that as a rule the Arab horse is now no better treated than our own horses, whatever may have been true of the old days when such poems as "The Arab to His Steed" were written.

Spontaneous 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's 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.

FAULTS IN OUR SENSES.

Defects That Enable Us to Enjoy Music and Moving Pictures. It is a fairly well known fact that we cannot hear distinct sounds that come to us at the rate of twenty or more a second (it varies for different people, but only slightly). The result is that we get a continuous sound or musical tone. The same deficiency is evident in our sense of sight, for we cannot see distinctly objects presented to our vision at the rate of more than about eight a second. For this reason only is it possible to have moving pictures. For this reason also a light waved quickly appears as a streak.

The explanation of the deficiency in both cases lies in the fact that it takes time for a sense perception to go from the nerve ending in the particular organ of sense (ear or eye) to the brain; for we perceive only in the brain. It is caused by irritation of the nerve ending, the irritation causing a wave motion winding up at the brain. This speed has been measured and is not very fast. It is about an eleventh of a second after a tall man stubs his toe before he knows it, and another eleventh passes before he can send word to the foot to be held up. If a man had an arm eighty miles long and some one cut off a finger it would be an hour and three-quarters before the wave would cause pain in his brain.

Now, as a man's life consists of absolutely nothing else in the world but these sensory and motor nerve activities, it would seem that the smaller a man is the more perceptions he could have in a given time and that at the same age in years he would really be much more mature than a tall man. Abbe has calculated that the entire number of such perceptions in a normal human life of seventy years is about ten to the eleventh power, or ten thousand million. Of course, if it was not for this so called deficiency two of our most enjoyable entertainments would be forever annihilated—that of music of whatever kind and that of moving pictures.—Chicago Herald.

Turner's Little Afterthought. An English critic's reference to Turner's fine picture "The Wreck Buoy" reminds a faithful newspaper reader of a curious anecdote in connection with it. When Turner first sent this picture to the Royal academy it was hung among several brilliantly colored pictures. On varnishing day Turner found the effect of his dull gray rendering of a stormy sea altogether spoiled by its bright surroundings. Without a moment's hesitation he painted in the lighted buoy in the foreground, and its dab of crimson light showed so brilliantly in its gloomy setting that Turner's picture became the prominent one, and its rivals on each side were cast into the shade. It is curious, if true, that the most noticeable feature of the picture should have been an afterthought.

Eskimo Courtship. If European death scenes astonish, the consenting "Yes" of a bride at marriage shocks an Eskimo woman. Not only must a bride show herself unconsenting; she must, if she respects her self and tribal traditions, scream and struggle with all her might when her wooer or his envoy enters her family residence and, laying hold upon her, drags her, usually by the topknot, to her new home. She may be presented with a new lamp and water pail by her bridegroom, and she is as a general thing mightily pleased at her change of estate. But she is far too circumspect to show her pleasure or affection and keeps up a noisy demonstration until she feels that she has done all that a well bred maiden should do.

DRIFTS FOR HOURS ABOUT LUSITANIA

New Yorker Tells Thrilling Story of Torpedoed Liner.

HELPS SAVE MANY WOMEN.

C. W. Bowring Tells Wife Words Fail to Describe Horror of Hideos Night-mare When Great Passenger Ship Sank in Eighteen Minutes After Being Struck by Foe.

Mrs. C. W. Bowring of 169 East Seventy-fourth street, New York city, has received from her husband, one of the survivors of the Lusitania, a stirring account of the disaster.

"It is all one hideous nightmare, and the horror of it cannot be described," he writes. "You must have been on board to have seen the number of helpless women and children. Words fail to describe one's feelings.

"I was at lunch when there was a concentrated thud. My first thought was, 'They have got us.' The explosion was close to where I was sitting. Only two at the table, Miss Payntor and myself, were saved out of six.

"Women and Children First!"

"I went to my cabin and got two life belts and then went up on A deck. There was an enormous crowd. It seemed to me mostly steerage passengers, awful excitement, but no panic. Sailors in the boats which had been swung overboard the day before were helping women and children in.

"I gave the two life belts to two women and then saw Mr. and Miss Payntor, whom Fred Bush telephoned to you about. She had on a life belt, but wrong, and I fastened it properly.

"Everybody was yelling, 'Women and children first!' and the first boat, bar the crew, had no one else as far as I saw. I helped push her off.

"Then I made up my mind to get as many life belts as possible, and I went down to B deck again and got two out of a stateroom and picked up a third in the passageway. I got up to a deck and tried to get out of the port side, but she had listed badly, and the jerk threw me out of the starboard door on this side, which was then getting very close to the water.

"There were very few people, and I only saw one woman, to whom I gave a life belt. A man grabbed the other, and I put on the third.

"I saw the Lusitania was doomed and so kicked off my shoes and jumped in, not more than five or ten feet. I made for a lifeboat, but saw she was not clear, and I swam away. I looked back and thought I was caught by the second funnel, but cleared that and then thought the third had got me, but just cleared that by what seemed a few inches.

Sank in Eighteen Minutes.

"She sank by the bow, but was turning on her starboard side and went down that way. I do not think I exactly saw the last of her, as I was trying to swim clear. It was exactly eighteen minutes from the time the torpedo struck us until she disappeared.

"I swam to a flat bottom boat and, helped by a steward, scrambled on top. The canvas cover was still on, and we ripped this up and tried to put on the canvas sides. We found, however, on opening her that her bow was stove in, and we were only kept afloat by her tanks or watertight sides. Oars were got out, but she was waterlogged, and we could do nothing.

"By this time we had hauled on board four women and about ten men. She looked as if she would go under us, but providentially an upturned flat bottom boat floated by, and we fastened her to our boat and moved the women and part of the men, including myself, over. She was flush with water, and we stood in her three hours and a half, water washing over our ankles.

Drift For Four Hours.

"We were practically helpless, but managed to get two more women off some wreckage and three men who were drifting by on two pieces of wreckage.

"After three hours we saw a motor-boat pick up some people a mile from us and then saw a number of smokes coming from Queenstown way. My watch stopped at 2:30, and a man on the Bluebell told me it was 6 o'clock when they picked me up.

"I cannot tell you how strongly I feel about the way the naval reserve men on the Bluebell behaved. She is only one of the patrol fleet and was splendid, and the way they worked over some of the people they picked up was wonderful.

"Two women, apparently dead, they revived, one, Lady Mackworth, who in one of the torpedo dinghies was brought to us in a cane chair supported by her life belt, unconscious as they took her from the water. Her father, D. A. Thomas, was also saved.

"The sights on the trawler were awful. Three or four women more dead than alive, three men absolutely crazy and about fifteen bodies of men, women and poor little children.

BLOCKADE CAUSE OF WAR ROMANCE

Indictments Disclose Interesting Story of Contraband.

X-RAYS NEARLY HOODWINKED

Five Men in New York Charged With Sending Rubber to Germany Hidden in Resin and Cotton Waste Had Exciting Time in Efforts to Beat Watchful Sleuths.

A thrilling story of a bold attempt to defeat the British blockade and aid Germany by getting supplies of rubber to her lies behind the indictment of five men in New York city. No less stirring must have been the discovery of the plot.

The five men indicted were Harry and Albert Salomon of the exporting firm of Salomon Bros. & Co. of 299 Broadway, New York; Sigmund Karman, a rubber expert of Budapest, Hungary; Franz Rosenberg, a director of the Austro-American Rubber company and the Excelsior Wuerke, Austrian corporations, and A. B. Newman, a Brooklyn tailor.

Salomon Bros. & Co. have been in business in New York for twenty-eight years. Albert Salomon is an American citizen. Harry, the cousin, a German reserivist and accustomed to spend the summers in Europe, was in Germany when the war was started, and on Aug. 3 he was called to the colors.

Soon Lieutenant Salomon persuaded his superiors that he could be of more assistance in supplying Germany with cotton, and he obtained a furlough with leave to come to the United States and devise a method of getting cotton past the British warships. In Hanover, on his way here, he came across Rosenberg and Karman.

Well Furnished With Money. Rosenberg, equipped with a letter of credit to the National City bank for \$100,000, was on his way to this country to try to arrange for shipments of rubber to Germany by way of Italy. Karman was with him as a rubber expert. As his firm had a representative in Genoa, Fratelli Cabella, a forwarding agent, Harry Salomon went to Italy by way of Munich and made arrangements with the Cabellas to receive goods. Then he joined the rubber buyers in New York.

Karman happened to have a nephew in New York, Newman, who was working as a tailor at \$15 a week. Newman was set up as a full fledged exporter and commission merchant at \$56 a week with offices in Nassau street.

Then a place was rented in Greenport, N. Y., and a quantity of rubber and a number of barrels of rosin were bought. The exporters melted the rosin down, poured a layer of it into a barrel, placed above it a roll of rubber and then poured more rosin around and over the roll and repeated until the barrel was full. They treated in this fashion 276 barrels in all of the total weight of 142,870 pounds.

But Secret Got Out.

They then shipped them to their agent in Genoa by the Cunard steamship Carpathia, sailing from New York Jan. 5, and Newman filled out and swore to the manifest as though the shipment contained nothing but rosin. Before the Carpathia reached Naples the United States government got wind of the scheme and had the shipment held.

Before this had happened, however, the allies placed rosin on the list of contraband, and the alleged conspirators were forced to find some other vehicle for the concealment of their rubber. They decided upon cotton waste, and Harry Salomon set about testing the practicability of the idea. He consulted an X ray specialist and made experiments with three different qualities of rubber. One showed that, if packed carefully through the cotton waste, the finest grades of rubber did not seem to leave any trace on the photographic plate.

The exporters thereupon took a new place in Pulaski street, Brooklyn, and began preparing bales of cotton waste. They made up 178 bales, in each of which they placed about 250 pounds of rubber and 350 pounds of cotton waste. These they consigned by the White Star liner Cretic for Genoa and sent them down to the pier.

Second Time Plot Fails.

Meanwhile the United States government had heard about this new plan of smuggling contraband out of the country. At the suggestion of British Consul General Sir Courtenay Bennett, Professor Richard Muller of Columbia university was engaged to inspect the cargo as it lay on the dock.

With Custom Inspector George Lamb and Thomas S. McNally, the British representative, Professor Muller passed several of the doctored bales, but detected a certain "cloudy matter" in one. Then the custom authorities set about a rigid examination of the whole consignment and found the hidden rubber. The bales were seized.

It is reckoned that in the rosin barrels held in Naples, and the cotton bales detained here, the government has in its possession fifty tons of rubber of the value of about \$50,000. But it is alleged that the operations ran into hundreds of thousands of dollars.

Three who pleaded guilty were fined. Rosenberg and Karman \$500 and Newman \$300. The two Salomons pleaded not guilty and were held in bail.

INDIAN TAKES TO MODERN STEED.



Im-mo-tan-ic, old Indian brave, will attend the Portland (Ore.) Rose festival June 9, 10 and 11 in his "fire wagon."

EAGLE ROUTS TWO MEN AFTER FIERCE BATTLE.

Swoops on Them in Swamp and Drives Them Off Wounded.

An eagle with a tremendous spread of wings viciously attacked William and John Simpson, brothers, of Parsippany, N. J., while they were seeking muskrats in the Great Peace meadows, near Fairfield. Both young men were severely cut and bruised about their heads, faces and hands.

The brothers had caught seven muskrats when they saw a large eagle circling above them. Suddenly the eagle shot straight down through the fifty feet of space and tried to sink her talons into William Simpson's head. The blow knocked him down.

Swooping off a quarter of a mile, the eagle rose to a height of a hundred feet and circled back, again shooting down upon the young men. This time John Simpson's head was torn by her talons. As she circled again for another attack the brothers threw their muskrats high into the air, believing it was these she wanted. But they were mistaken. Apparently the bird wished to drive them away from the locality of her nest, concealed in the swamp.

Again and again she struck at the young men, each time trying to use her beak, her talons and her wings. They struck at her with the sticks with which they had been killing muskrats, but only loosened a few feathers. They were knocked down several times and their clothes torn.

Realizing that they could not drive off the bird, the two brothers ran from the swamp, but the eagle continued the attack until they reached the main road from Morristown. When they were far from the swamp the eagle ceased her attack and flew away.

THEY ALL MARRY COUSINS.

Curious Custom of Some Native Tribes of Southern India.

In some parts of southern India the natives have a custom of marriage between cousins which is a result of a strange compromise between two opposite rules of succession. The natives are Dravidians, who have come under Brahmanical influence. Among the Dravidians the mother was the head of the family and all descent and inheritance came through her. The Brahmanical rule of succession is through the father.

According to F. J. Richards, writing in "Man," the matrilinear community, while being unwilling to give up its traditional custom, saw the advantage of insuring to children the benefit of the natural desire of the father—the worker and provider—to provide for his offspring. Therefore they adopted the custom of a man marrying the daughter of his mother's brother, or his father's sister or of his own sister.

In this way a community in which all property is inherited through the mother conforms to the patrilinear system and so keeps the property in the family, this, according to Mr. Richards, being the economical reason for the strange custom.

A Queen Elizabeth Joke.

Queen Elizabeth liked her jokes, and, although her pleasantries were of a less sanguinary turn than her father's, she must have been even more formidable than usual when disposed to be frolicsome. A tale may be found in one of Lord Essex's letters with regard to a new dress belonging to one of her maids of honor, over the possession of which the owner had been rash enough to exhibit some elation. The young lady, it seems, was several inches taller than her majesty, hardly perhaps quite a nice or loyal thing to be. Having desired that the dress should be made over to her custody, the queen, first carefully selecting an extremely wet day, was pleased to put it on and trail it for yards behind her in the mud, the owner of the humiliated garment having to appear as delighted with the royal fun and condescension as the rest of the lookers on.—London Tatler.

AN EMPTY STOMACH.

Its Effect Upon the System and Why It Craves Food.

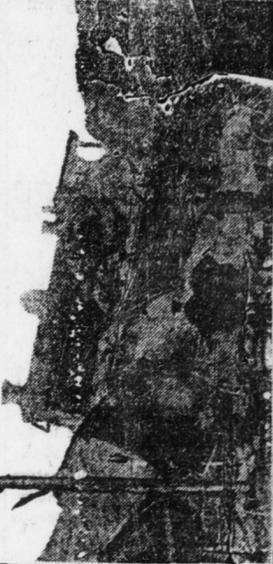
During our waking hours the stomach is rarely, if ever, completely empty; and apparently there is a very good physiological reason why it should not be. Thus the universal custom of taking meals about five hours apart, so that the contents of the stomach are replenished before the organ is completely emptied, is dependent upon a physical need.

Since most foods are not assimilated by the system directly from the stomach, and as food remains in the stomach several hours after being swallowed, the well known fact that eating relieves fatigue almost immediately has long been puzzling. But recent studies of the still mysterious action of the gastric juice offer a rational explanation. When the stomach is empty this digestive fluid draws directly upon the blood, thus depleting the amount of nourishment necessary to the muscles and producing fatigue. But the depleting action ceases immediately when food enters the stomach; hence the feeling of refreshment that follows a meal.

The amount of fluids and salt in the food also influences the action of gastric juice. When either of these is deficient in quantity the amount of gastric juice is reduced. As a result the food is not properly digested, is hurried through the stomach and is likely to produce intestinal disturbances. Hard work with profuse sweating reduces the fluids and salt in the body. This explains the craving of fluids and salty foods, which is experienced by persons taking prolonged muscular exercise and why it is that when these substances are lacking intestinal troubles develop.—Los Angeles Times.

A Demonstration.

"I distinctly saw you with a policeman's arms around you." "Oh, yes, mum! Wasn't it nice of him? He was showin' me how to hold a burglar if I found one in the house." —Life.



TRAIN WRECK WHERE 200 LIVES WERE LOST. This picture shows a scene attending England's most disastrous train wreck in which more than 200 persons were killed. Most of them were burned to death. It was a troop train and was wrecked near Greena Green, close to the Scottish border. Photo by American Press Association.