

WILSON'S MESSAGE TO THE CONGRESS

Senate and House in Joint Session Hear Address of the President.

HE MAKES FEW SUGGESTIONS

Further Legislation for Settlement and Regulation of Railway Labor Disputes Held Imperatively Necessary by the Chief Magistrate.

Washington, Dec. 8.—The senate and house met in joint session today and heard President Wilson's message, which was as follows:

Gentlemen of the Congress: In fulfilling at this time the duty laid upon me by the Constitution of communicating to you from time to time information of the state of the Union and recommending to your consideration such legislative measures as may be judged necessary and expedient I shall continue the practice, which I hope has been acceptable to you, of leaving to the reports of the several heads of the executive departments the elaboration of the detailed needs of the public service and confine myself to those matters of more general public policy with which it seems necessary and feasible to deal at the present session of the congress.

I realize the limitations of time under which you will necessarily act at this session and shall make my suggestions as few as possible; but there were some things left undone at the last session which there will now be time to complete and which it seems necessary in the interest of the public to do at once.

In the first place, it seems to me imperatively necessary that the earliest possible consideration and action should be accorded the remaining measures of the program of settlement and regulation which I had occasion to recommend to you at the close of your last session in view of the public dangers disclosed by the unaccommodated difficulties which then existed, and which still unhappily continue to exist, between the railroads of the country and their locomotive engineers, conductors, and trainmen.

Railway Troubles First.

I then recommended: First, immediate provision for the enlargement and administrative reorganization of the interstate commerce commission along the lines embodied in the bill recently passed by the house of representatives and now awaiting action by the senate; in order that the commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are, with its present constitution and means of action, practically impossible.

Second, the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation.

Third, the authorization of the appointment by the president of a small body of men to observe the actual results in experience of the adoption of the eight-hour day in railway transportation alike for the men and for the railroads.

Fourth, explicit approval by the congress of the consideration by the interstate commerce commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight-hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase.

Fifth, an amendment of the existing federal statute which provides for the mediation, conciliation, and arbitration of such controversies as the present by adding to it a provision that, in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted.

And, sixth, the lodgment in the hands of the executive of the power, in case of military necessity, to take control of such portions and such ruling stock of the railroads of the country as may be required for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

Renews His Recommendations. The second and third of these recommendations the congress immediately acted on: it established the eight-hour day as the legal basis of work and wages in train service and it authorized the appointment of a commission to observe and report upon the practical results, deeming these the measures most immediately needed.

Unusual Experience.

"Man," remarked Sandy, "I did a thing last night what I've no done this twenty year. I went to na bed perfectly sober, but I'm right thankful to say I got up this mornin' none the wuar!"

Few Beggars in Panama.

Although the city of Panama is a most cosmopolitan place, practically every race being represented in its 600,000 inhabitants, there are no beggars, except a few blind men.

Somewhere.

Your true lover is in the world or you wouldn't be here. You must not go to any other. That is the one deadly sin. He is looking, too. As soon as you both are ready, you will meet. In her sleep that night she dreamed that she saw the One who was to come, and there was a gold light about his head.—L. M. Steele in "Doctor Nick."

Its Limitations.

"You can't make a bluff with an umbrella." "Why not?" "Because you must either put up or shut up."

but it postponed action upon the other suggestions until an opportunity should be offered for a more deliberate consideration of them. The fourth recommendation I do not deem it necessary to renew. The power of the interstate commerce commission to grant an increase of rates on the ground referred to is indisputably clear and a recommendation by the congress with regard to such a matter might seem to draw in question the scope of the commission's authority or its inclination to do justice when there is no reason to doubt either.

The other suggestions—the increase in the interstate commerce commission's membership and in its facilities for performing its manifold duties, the provision for full public investigation and assessment of industrial disputes, and the grant to the executive of the power to control and operate the railways when necessary in time of war or other like public necessity—I now very earnestly renew.

The necessity for such legislation is manifest and pressing. Those who have intrusted us with the responsibility and duty of serving and safeguarding them in such matters would find it hard, I believe, to excuse a failure to act upon these grave matters or any unnecessary postponement of action upon them.

Not only does the interstate commerce commission now find it practically impossible, with its present membership and organization, to perform its great functions promptly and thoroughly, but it is not unlikely that it may presently be found advisable to add to its duties still others equally heavy and exacting. It must first be perfected as an administrative instrument.

The country cannot and should not consent to remain any longer exposed to profound industrial disturbances for lack of additional means of arbitration and conciliation which the congress can easily and promptly supply. And all will agree that there must be no doubt as to the power of the executive to make immediate and uninterrupted use of the railroads for the concentration of the military forces of the nation wherever they are needed and whenever they are needed.

This is a program of regulation, prevention and administrative efficiency which argues its own case in the mere statement of it. With regard to one of its items, the increase in the efficiency of the interstate commerce commission, the house of representatives has already acted; its action needs only the concurrence of the senate.

For Control and Operation.

I would hesitate to recommend, and I dare say the congress would hesitate to act upon the suggestion should I make it, that any man in any occupation should be obliged by law to continue in an employment which he desired to leave. To pass a law which forbade or prevented the individual workman to leave his work before receiving the approval of society in doing so would be to adopt a new principle into our jurisprudence which I take it for granted we are not prepared to introduce. But the proposal that the operation of the railroads of the country shall not be stopped or interrupted by the concerted action of organized bodies of men until a public investigation shall have been instituted which shall make the whole question at issue plain for the judgment of the opinion of the nation is not to propose any such principle. It is based upon the very different principle that the concerted action of powerful bodies of men shall not be permitted to stop the industrial processes of the nation, at any rate before the nation shall have had an opportunity to acquaint itself with the merits of the case as between employee and employer, time to form its opinion upon an impartial statement of the merits, and opportunity to consider all practicable means of conciliation or arbitration.

I can see nothing in that proposition but the justifiable safeguarding by society of the necessary processes of its very life. There is nothing arbitrary or unjust in it unless it be arbitrarily and unjustly done. It can and should be done with a full and scrupulous regard for the interests and liberties of all concerned as well as for the permanent interests of society itself.

Other Legislation Urged.

Three matters of capital importance await the action of the senate which have already been acted upon by the house of representatives; the bill which seeks to extend greater freedom of combination to those engaged in promoting the foreign commerce of the country than is now thought by some to be legal under the terms of the laws against monopoly; the bill amending the present organic law of Porto Rico; and the bill proposing a more thorough and systematic regulation of the expenditure of money in elections, commonly called the Corrupt Practices Act.

I need not labor my advice that these measures be enacted into law. Their urgency lies in the manifest circumstances which render their adoption at this time not only opportune but necessary. Even delay would seriously jeopardize the interests of the country and of the government.

Immediate passage of the bill to regulate the expenditure of money in elections may seem to be less necessary than the immediate enactment of the other measures to which I refer; because at least two years will elapse before another election in which federal officers are to be filled; but it would greatly relieve the public mind if this important matter were dealt with while the circumstances and the dangers to the public morals of the present method of obtaining and spending campaign funds stand clear under recent observation and the methods of expenditure can be frankly studied in the light of present experience; and a delay would have the further very serious disadvantage of postponing action until another election was at hand and some special object connected with it might be thought to be in the mind of those who urged it. Action can be taken now with facts for guidance and without suspicion of partisan purpose.

I shall not argue at length the desirability of giving a freer hand in the matter of combined and concerted effort to those who shall undertake the essential enterprise of building up our export trade. That enterprise will, I believe, immediately assume, has indeed already assumed, a magnitude unprecedented in our experience. We have not the necessary instrumentalities for its prosecution; it is deemed to be doubtful whether they could be created upon an adequate scale under our present laws. We should clear away all legal obstacles and create a basis of undoubted law for it which will give freedom without permitting unregulated license. The thing must be done now, because the opportunity is here and may escape us if we hesitate or delay.

Porto Rico's Needs.

The argument for the proposed amendments of the organic law of Porto Rico is brief and conclusive. The present laws governing the island and regulating the rights and privileges of its people are not just. We have created expectations of extended privilege which we have not satisfied. There is uneasiness among the people of the island and even a suspicion of doubt with regard to our intentions concerning them which the adoption of the pending measure would happily remove. We do not doubt what we wish to do in any essential particular. We ought to do it at once.

There are other matters already advanced to the stage of conference between the two houses of which it is not necessary that I should speak. Some practicable basis of agreement concerning them will no doubt be found and action taken upon them.

Inasmuch as this is, gentlemen, probably the last occasion I shall have to address the Sixty-fourth congress, I hope that you will permit me to say with what genuine pleasure and satisfaction I have co-operated with you in the many measures of constructive policy with which you have enriched the legislative annals of the country. It has been a privilege to labor in such company. I take the liberty of congratulating you upon the completion of a record of rare serviceableness and distinction.

HORSESHIP MARINA SUNK BY U-BOAT

Germany Makes Admission, But Questions Ships Status.

WASHINGTON TO FIND OUT

Says Submarine Commander Took Vessel For Transport—Offers Reparation in Case Of Mistake.

Washington.—Subsequent to the receipt of a communication from the German Government admitting that a German submarine torpedoed the British horsehip Marina, with the loss of six Americans, Secretary Lansing conferred with President Wilson, and it was decided that no action would be taken by the American Government until it was definitely established whether the Marina was a private vessel or a belligerent transport.

In the note Germany stated that the commander of the submarine which sank the Marina had reported that he took the vessel for a transport, and asked the United States for information on this point. Count von Bernstorff, the German Ambassador, called at the State Department, and also sought this information. He was told by Secretary Lansing that the United States was not yet in a position to answer the inquiry, but would do so as quickly as possible.

As a result of the developments of the day it was indicated by officials that no action could be expected in the immediate future on the Marina case, admittedly one of the two most serious pending between the United States and Germany. The other is that of the British liner Arabic, sunk in the Mediterranean.

Germany, it is understood, is ready to acknowledge error and make offers of settlement, if it is established that the Marina was not in the British transport service. When the vessel was sunk it was stated in dispatches from London that she had been previously connected with the transport service, and also that when she sailed on her last voyage she was armed with a gun astern, manned by two British naval gunners.

If the ship was in public service prior to being torpedoed, some State Department officials take the stand that the presumption is in favor of the position that an enemy might have believed her still to be a transport at the time of the attack. In order to clear up this point the nature of her previous character, the orders under which she was sailing and the character of her officers and crew will be investigated.

State Department officials hesitate to make a ruling on what constitutes a vessel in public service in time of war until a decision has been handed down in the case of the Italian vessel, Attualta, libeled in the United States court at Newport News, Va., after a collision with a Greek vessel. The point at issue is somewhat similar to that involved in the Marina incident, as the character of the Attualta is disputed.

Secretary Lansing went over the case in detail with President Wilson after the call of the German Ambassador, but at the time had not examined all the affidavits bearing on the attack on file at the State Department. It was indicated that the American Government will be able to collect all the evidence necessary without further reference to the German Government.

19 MURDERED, THEY SAY.

Survivors Tell Of Torpedoing Of the Marina.

New York.—"Cold-blooded murder, and nothing else," is the way in which the 41 American survivors of the British steamship Marina, just arrived at this port, described the sinking of the vessel without warning by a German submarine off the coast of Ireland on October 23.

The men were sent here from Glasgow by the American Embassy on the Anchor Line steamship Tuscania.

Jesse T. Hancock, a printer, of Richmond, Va., who had acted as a foreman of horsemen on the Marina, said that the 19 men who were drowned, including seven Americans, had not the slightest chance for their lives, since the submarine, after firing the first torpedo without any warning, rose to the surface when the 19 were still struggling to lower the vessel's fifth boat in the davits and deliberately fired a second torpedo. With this second shot the Marina blew up and sank like a rock, taking the 19 men with her.

AUSTRIA HALTS WAR RELIEF.

Wants American Red Cross To Stop in Northern Serbia.

Washington.—Austria-Hungary has asked the American Red Cross to discontinue relief work in Belgrade and in other parts of Northern Serbia conquered by the Teutonic forces, when supplies now on hand have been distributed.

The suggestion reached here through Ambassador Penfield at Vienna. The Austrian Government expressed its deepest gratitude to the Red Cross for what has been done, but gave no reason for asking discontinuance.

RUSSIAN TRANSPORTS.

Regiment From Finland Aboard, Overseas Agency Hears.

Berlin.—Two large Russian transports bound from Helmsingfors for Revel were sunk in the latter part of October as the result, it is believed, of striking a mine, says a dispatch from Stockholm to the Overseas News Agency. The transports, it is said, had the entire Four Hundred and Twenty-fifth Russian Regiment on board. This regiment, it is said, had been on duty for some time in Finland.

WINTER DEFENSE

4 DREADNAUGHTS 29 SUBMARINES

Secretary of Navy Daniels Awards Big Contracts.

TOTAL COST OVER \$65,000,000

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Battleships To Carry 16-inch Guns. Bids For Four Cruisers To Be Opened This Week.

Washington.—Secretary Daniels awarded contracts for more than \$65,000,000 worth of new fighting ships for the navy, including four battleships, at \$11,000,000 each; two fleet submarines, at approximately \$1,100,000 each, and 27 coast submarines, at from \$694,000 to \$698,000 each.

The new battleships will be sister ships to the California and Tennessee, now under construction, except that they will be fitted to carry eight 16-inch rifles instead of twelve 14-inch. They will displace about 32,500 tons.

The department now is considering plans for the 1918 ships, three in number, with indications that they will be of 40,000 tons displacement, carry twelve 16-inch guns and make 23 to 24 knots an hour instead of 21 knots, the present battleship standard of the navy.

Submarines Big As U-53.

The two fleet submarines will be of the so-called 800-ton type and similar in size to the German U-53, which called recently at Newport, R. I., before making a raid on Allied commerce off Nantucket. A third boat of this size will be laid down at the Portsmouth Navy Yard, where the L-8 is nearing completion. The type is experimental and for comparison with the 1,300-ton Schley, now being built for the navy, with a required surface speed of 29 knots, against 16 for the 800-ton type.

The coast submarines will range between 475 and 650 tons, according to designs, being substantially similar to the most recent submersibles of the L class completed for the navy.

STARTS MAIL EARLY CAMPAIGN.

Postmaster-General Expects Heavy Christmas Business.

Washington.—Expecting heavier Christmas mails than ever before because of "the general prosperity prevalent throughout the country," Postmaster-General Burleson announced he had begun through postmasters a nationwide "mail early campaign."

COMPULSORY PRIMARIES.

West Virginia Legislature Adjourns After Passing Bill.

Charleston, W. Va.—The special session of the legislature closed, after reports had been made by conference committees appointed to bring the House and Senate together on the registration and primary bills. The bills were finally passed by both houses, and they become effective in 30 days. The primary bill, as it came from the conference committee, restores compulsory primaries to the election system.

NEARLY ALL BAKERS ARRESTED.

Charged With Selling Light-Weight Loaves in Wilmington, N. C.

Wilmington, N. C.—Proprietors of practically all bakeries in the city were arrested on charges that they were selling loaves of bread under the standard weight set by an old city ordinance. The ordinance specifies that each loaf must weigh 16 ounces, and it is alleged most of the bakeries have been selling loaves that weigh only 10 ounces.

WOMAN KANSAS ELECTOR.

Sunflower State Prepares To Send Mrs. R. C. Layman.

Topeka, Kan.—A woman probably will go to Washington to represent Kansas in the Presidential Electoral College. Hubert Lardner, chairman of the Democratic State Committee, said the preparations were being made to choose Mrs. R. C. Layman, of Hutchinson, to represent the Kansas electors. Mrs. Layman is the first woman to be named as a Presidential elector in the State.

\$80,000,000 FOR GIFTS.

Christmas Savings in United States Greatly Increased.

New York.—In the United States this year there are 2,893,000 Christmas club depositors in banks who will divide approximately \$80,000,000, according to a carefully compiled estimate made public here. Last year 425,000 depositors received \$20,000,000. The total for New York State was estimated at \$12,000,000 for this year, with \$10,000,000 in New Jersey.



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MAY SEND CRUISER OVER FOR ENVOY

Refusal of Safe Conduct for Tarnowski Peeves Washington.

BAD MANNERS VIEW TAKEN

U. S. Government Anxious To Have An Ambassador From the Hapsburg Monarchy In Washington.

Washington.—Count Tarnowski, the recently appointed Ambassador of Austria-Hungary to the United States, will reach Washington unimpeded by the British. The attitude of the State Department toward Great Britain's refusal of a safe conduct to the Ambassador leaves no doubt as to the ultimate issue of the case. The United States Government is anxious to have an Ambassador from the Hapsburg monarchy in Washington, and, if necessary, a vessel of the United States Navy will be sent to Holland or Denmark to carry Count Tarnowski through the British blockade.

Chance To Back Down.

The answer to the communication in regard to Count Tarnowski will be worded so as to give the British Government a chance to back down gracefully, but it will be intimated clearly to Great Britain, through official channels, that the United States will not endure a prolonged controversy, but will at once send a cruiser for the Ambassador in case Great Britain continues to refuse the necessary safe conduct.

The action of the British Government is regarded as a peevish exhibition of bad manners rather than as a serious affront to the United States, but the State Department is determined to put an end to Great Britain's flouting of our desires. Indeed, it is likely that the note in regard to Count Tarnowski will be followed shortly by another peremptory note in regard to the passage of the United States mail to Holland, Denmark, Norway and Sweden. The State Department is considering the advisability of employing cruisers of the navy to carry the mails to and from Denmark.

2 1/2 CENT PIECES URGED.

Director Of Mint Says Country Demands Such Coins.

Washington.—A 2 1/2 cent piece is demanded by the country, according to the Director of the Mint, whose annual report, just made public, recommends passage of a law authorizing coins of that denomination from copper and nickel. "Articles which now sell for 15 cents each or two for a quarter would sell for 12 1/2 cents," he says. "Popular shops such as the five and ten cent stores, would undoubtedly place articles now selling two for 5 cents on sale at 2 1/2 cents."

VOTE IN MINNESOTA.

Canvassing Board Determines Plurality Of Hughes At 392.

St. Paul, Minn.—Charles E. Hughes' plurality in Minnesota at the recent presidential election was 392 votes, the State Canvassing Board determined. Discovery of slight errors in the original tabulation resulted in a net loss of four votes by Mr. Hughes, the final official count being: Hughes, 179,544; Wilson, 179,152.

TWINS, 14, IN U. S. ARMY.

Judge Landis Is Trying To Learn How They Worked It.

Chicago.—Federal Judge K. M. Landis today took steps to learn how Hyman and Abe Jackson, twins, 14 years old, got into the United States Army. A few weeks ago the twins were inmates of an orphan asylum here. The superintendent says that for five years they brought about a reign of terror.

U. S. ATTACHE RECALLED.

Lieutenant-Colonel Kuhn Is Ordered Back From Berlin.

Washington.—The War Department officially confirmed reports of the recall of Lieut.-Col. Joseph E. Kuhn, military attaché of the American Embassy in Berlin.

OHIO WILL HAVE "DRY" FIGHT.

Anti-Saloon League Proposes Prohibition Amendment.

ADAMSON LAW TO SUPREME COURT

Test Case Now on Docket of Highest Tribunal.

PLAN FOR EARLY ARGUMENT

Agreement of Railroads and Brotherhoods To Co-Operate With the Commission To Observe the Law's Operation.

Washington.—The case of the Missouri, Oklahoma and Gulf Railroad selected to test the constitutionality of the Adamson law, was placed on the Supreme Court docket, the last step in perfection by the government of its appeal from Federal Judge Hook's decision holding the law unconstitutional. A motion was later presented to set a date for early argument.

Outside of the record before the Supreme Court and not so far made a part of the official transcript is the stipulation agreed upon by Attorney General Gregory and railroad counsel to abide by the court's decision in the Missouri, Oklahoma and Gulf case in all other suits questioning the validity of the Adamson Act. In the presentation of arguments to the court, however, a stipulation making the pending case determinative of all other suits may be filed.

Unless the Supreme Court give the Adamson case precedence over many others already assigned for hearing, it is considered doubtful whether it could be reached much before the middle of December, even should the court agree to advance the hearings. There are some forty already assigned, many of them important cases specially advanced. Nevertheless it is generally expected that the railroad case will be submitted before the court recesses for the Christmas holidays on December 22.

Nine additional cases were placed on the Supreme Court's call for December 4. They were recently passed and now are reassigned. Among them are the "railway mail pay divisor" cases, involving railroads' claim of \$35,000,000 against the government, an alleged rebating case against the Lehigh Valley Railroad and cases involving right of the United Mine Workers and other labor unions to operate in West Virginia, where, Federal Judge Dayton held the mine workers to be an illegal organization.

BOTH WILL CO-OPERATE.

Railroads and Brotherhoods Will Assist Federal Commission.

New York.—An agreement has been reached by the railroads and by the trainmen with the Federal commission appointed by President Wilson to observe the operation of the Adamson act regarding the commission's plan to collect the required data in an accurate and reliable manner satisfactory to the roads and the men, it was announced here by Interstate Commerce Commissioner E. E. Clark, a member of the commission. Both sides have promised that all information desirable would be at the commission's disposal, Mr. Clark said.

The commission, of which Major General George W. Goethals is chairman, met the trainmen brotherhood representatives in a conference similar to the one it held with railroad presidents last week.

TO LOCATE FARM BANKS.

Board Will Make Its Announcements Within Twenty Days.

Washington.—Announcement within 20 days of the location of the 12 regional farm loan banks authorized by Congress will be made by the Farm Loan Board. During its investigation trips, just ended, the board has held hearings in every State, traveling 20,000 miles. Testimony of hundreds of farmers was heard.

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