

## EARL KITCHENER DROWNS AT SEA

CRUISER HAMPSHIRE SUNK ON WAY TO RUSSIA.

LIKELY VICTIM OF TORPEDO

His Staff is Lost With Him—One of the Most Severe Blows Dealt England Since Beginning of War.

London.—Lord Kitchener, minister of war, with his entire staff was lost when the cruiser Hampshire was sunk north of Scotland.

The announcement of the loss of Kitchener and his staff was officially made by the admiralty. The admiralty's statement indicated that the Hampshire was torpedoed off the Orkney islands.

The news of England's greatest personal loss since the war, which has stunned London, already hardened to shocks, was issued in the following bulletin:

"The admiralty reports with deep regret that the ship Hampshire with Lord Kitchener and his staff on board, was sunk off the Orkney islands by a mine or a torpedo. Four boats were seen by observers on the shore to leave the ship. Heavy seas were running but patrol vessels and destroyers at once proceeded to the scene."

It was stated that the Hampshire was on her way to Russia, where Kitchener was to hold conferences with the officials at Petrograd.

The Hampshire was in command of Captain Herbert J. Savill. The report of the loss of ship was telegraphed to the admiralty by Admiral Sir John Jellicoe, commander of the British home fleet.

Was British Idol. Lord Kitchener stood next to Lord Roberts as the most admired military idol in the British empire.

He had been secretary of state for war in the British government since August 5, 1914, the day after that on which declarations of war were exchanged between England and Germany.

News of the destruction of the Hampshire and the probable death of Lord Kitchener and all the members of his staff came as one of the most staggering blows received in England since the war started.

Lord Kitchener was 64 years old, having been born June 24, 1850. Despite his years Lord Kitchener was in the prime of his vigor and was a tower of strength in war councils.

## RUSSIAN ARMY EFFECTS CAPTURE

Germans Reported Losing Equipment and Stores.

Petrograd.—Continuing their offensive movement in Volhynia and Galicia, Russian troops took prisoner 469 officers and 35,000 men, says the official statement. The Russians also captured 30 guns and an enormous quantity of booty. The army of General Tschitzky alone, operating in the direction of Czernowitz, Bukovina, the statement adds, overwhelmed the Austro-Hungarian and took 18,000 prisoners.

Since the present offensive was started the Russians have taken about 108,000 prisoners.

French Repulse Germans. Paris.—Three German infantry attacks against the French trenches on Hill 304 and the positions east of that elevation, in the Verdun sector, were completely checked by the French troops, says the official statement.

PLANTS CORN—RATS WON'T LET IT GROW.

Tulsa, Okla.—Henry Mandlin, farmer, reported that rats completely destroyed forty acres of newly planted corn on his farm. Delbert Johnson also reported that because of the ravages of rodents he has been unable to get a stand of corn after three plantings.

Suffrage Loses in Louisiana. Baton Rouge, La.—The Louisiana House defeated, by a vote of 60 to 43, a proposal to submit a constitutional amendment to grant the vote to women.

Chicago.—The first woman sergeant-at-arms ever appointed for a political convention is Mrs. Sarah E. Lyons of Minneapolis. She will serve at the Progressive convention.

Sato Named to Represent Japan. Washington.—Amoro Sato, former Japanese ambassador to Austria, has been selected as ambassador to the United States, to succeed Viscount Chinda, his brother-in-law, whose transfer to the ambassadorship at London recently was announced.

Buried in Collapse of Roof. Atlanta, Ga.—The roof of a skating rink collapsed, burying it was feared, about 25 persons. Two were taken from the ruins probably fatally injured.

## WHAT THE NAVY MEANS TO ME

The weather on this trip from Japan to Manila was delightfully cool, and very favorable. Just the opposite of the weather encountered on the trip to Japan.

On the morning of October 30th we reached our destination, receiving a hearty and sincere welcome upon our arrival there. Unfortunately a few cholera cases were still in existence, which was the cause of our liberties and opportunities to properly see the historical city being very limited. Only those in the special first conduct class being granted liberty, and only a few hours three days a week. I fortunately was among the lucky ones.

On November 9th after the usual ceremonies on the quarter deck of the Vermont, and amid three hearty cheers by the crew our gallant commander formerly Captain, now admiral, W. P. Potter was detached from command of the Vermont, and assigned as division commander of the fourth division.

Some of the most interesting places to be visited in and around Manila are: The four bridges crossing the Pasig river, namely, the Bridge of Spain, Santa Veron, San Juan and Ayala bridges. The bridge of Spain is one of the three oldest structures within the confines of the city, and stands today a strong and picturesque monument to the skill of the early Spanish engineers. It was partly destroyed by an earthquake in 1863, remaining in that disabled condition for about twelve years, during all that time the impasse traffic in that part of the city crossed thereover over a pontoon Domingo church, the Cathedral and Convento. The Luneta and Botanical Gardens. To the Luneta after the heat of the day, thousands go to hear the grand music rendered by the constabulary band, one of the finest musical organizations in the world. The great walls of the city come in for their share of attention. The initial work on those massive walls, was done in the year of 1591, but not until 1872 was the task completed. Their thickness varies from three to forty feet. Besides the above the city of Manila boasts of some very artistic statues, also old and picturesque cemeteries.

After a most pleasant stay at Manila, the American metropolis of the Orient, on December 1st escorted by a number of excursion steamers we up anchored passed down the Manila Bay and past rocky Corridor and out to sea where our bows were pointed toward Colombo, Ceylon.

As on the last trip the weather was most pleasant and favorable. On December 5th while passing through the Straits of Malacca we steamed in close to Singapore to allow the thousands of spectators on the shores a better view. On December 13th we entered and anchored in Colombo harbor, one of the finest in the world.

Colombo is the capital of Ceylon and has a population of about one hundred and fifty thousand. One can find many places of interest here, principally, The Hindoo Temple, various parks. A visit to the surrounding country will reveal some very beautiful and picturesque sights. Principally among the trips was the daily excursion to Kandy provided by the government of Ceylon. Kandy is situated thousands of feet above sea level, therefore the trip afforded some very picturesque sights. Each day while in Kandy we were treated to a grand luncheon also provided by the government of Ceylon.

While here each man was presented with a one pound package of Ceylon tea. On the package the American and British flags appeared side by side, and the following words: "Finest hill grown Ceylon tea, presentation to the American fleet, with greeting and good wishes from the Pantera's Association." Messrs. Bois Bros. made the presentation.

After spending a pleasant and interesting stay here on December 20, we bid farewell to Ceylon, and its hospitable natives, and pointed our bows toward Suez.

On this trip we were favored with excellent conditions of weather and sea. Our time being mostly occupied discussing soon being back home again, the land and people we said good-bye to a year ago when we started on our famous cruise around the world.

Christmas Eve we celebrated on board as it never was on shore, enjoyment soon giving away to slumber. At five A. M., on Christmas morning we were awakened by the familiar sound of the bugle, followed by a jolly party of midshipmen in kimonos, with mandolines, guitars and tinkling bells, singing good cheer and Christmas greetings to all. On this day as on all holidays, afloat or ashore, we were treated to a fine

turkey dinner with grand variety of side dishes and smokes.

Time soon passed and before we actually realized it, it was time to ring out the old year and ring in the new. Such rattling of cans, ringing of bells, blowing of whistles and sirens can never be imagined by anyone not there to hear it. Just try to imagine sixteen first class battle ships, manned by about fifteen thousand men, in mid-ocean about three thousand miles away from home ringing the old year out and the new one in. That is an experience that a very small percentage of the population of the entire world can boast, yet it was considered of but secondary importance when compared with some of the many unusual experiences during this wonderful cruise. On New Year's day as on Christmas, we were treated to a fine turkey dinner. Our enjoyment on this bright afternoon was marred by the news received over our wireless stating that there had been a great earthquake at Messina, Sicily, and vicinity; one hundred thousand lives lost.

At 8 A. M., January 2nd, 1909 we anchored in the harbor of Suez. Several large steamers were scattered about the harbor, all decorated, evidently in honor of the arrival of the fleet. While at Suez a party of two hundred men from the Vermont visited Cairo and the ancient Pyramids. The trip to Cairo by rail was indeed interesting, spending seven hours riding through deserts and villages, which sights alone were well worth the trip.

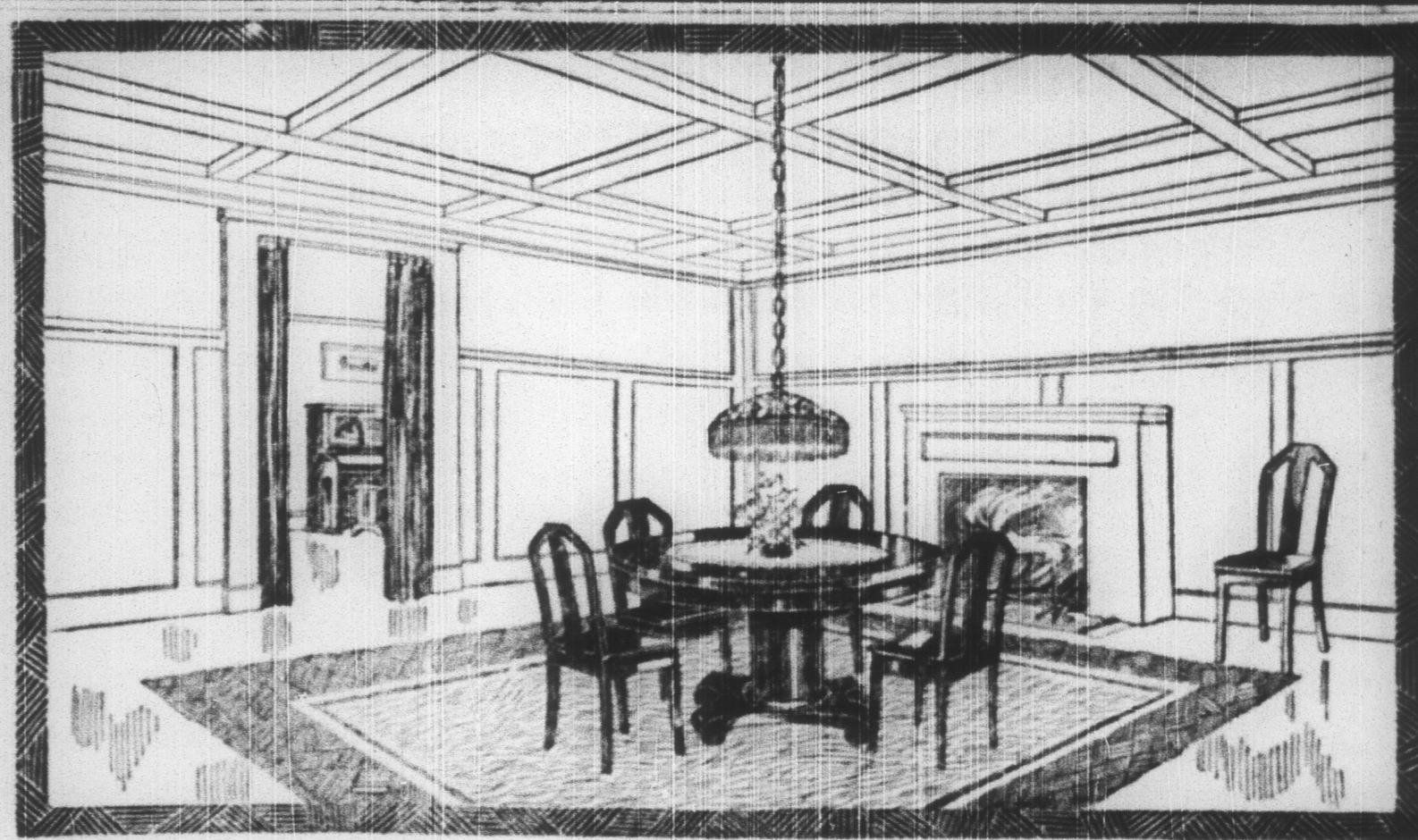
Arriving at Cairo late in the evening, everyone tired from traveling, we proceeded to look up hotels, and rest for the night. Rising early the next morning we started on our never to be forgotten trip to the Pyramids. Together with a number of American and European tourists, we spent a most pleasant day viewing the wonders of the ancient Egyptians. I will not attempt to describe those wonders for the want of the required space and time to do them justice and because of the many books and histories in existence that give an excellent description of them. In the evening upon our return to Cairo we spent the time visiting the numerous "Turkish Bazaars" and different places of interest, such as, Ismail and Gized Palaces, some of the ancient and historical tombs, also mosques of Mohammed Ali and Sultan Hassan. Some of the streets in Cairo are so narrow that two donkeys barely have room to pass one another. At seven A. M., January the 5th we boarded the express for Port Said. The native cap, called the "Fet" was worn by everyone in the party. It is the typical red Turkish cap with a tassel.

While some of us were enjoying the above, the remainder on board safely piloted the fleet through the Suez Canal, which plainly speaking is nothing but a ditch. After we took on board the required supplies, including coal, at four A. M., January 6th we up anchored and left Egypt. The Connecticut, Kansas, Minnesota, and Vermont, proceeded to Naples, Italy, to offer any desired service to the unfortunates of the Messina earthquake; the other divisions proceeded to various ports in the Mediterranean, including Athens, Greece; Marseilles, France; Algiers, Tunis, and Tripoli, Africa.

After a short but pleasant trip the morning of January 9th, found us at the mouth of the Straits of Messina. It soon began raining, through this mist we carefully steamed through the straits made dangerous to navigation by the recent earthquake until we reached the ill fated city of Messina. The Connecticut was the only ship that anchored and remained. The Admiral sent orders to the rest of the ships to proceed to Villefranche, France.

The entire water front looked as though all of the buildings were crumbled and seemed to have settled in the surrounding water. The streets appeared zigzagged. On the outskirts of the city were pitched a large number of tents, evidently accommodating many sufferers. Though we were deprived of the opportunity to be of personal service to the many sufferers, we were contented to know that they would receive all the care the many different foreign ships anchored in the harbor could offer, including our own Flag Ship, and supply ships.

On the morning of January 11th we anchored in the harbor of Villefranche, our home for the remainder of the month. Owing to our long stay here the Captains courtesy was extended to us in the granting of furloughs to the entire crew, ranging from three to fifteen days. Soon the Europe from the ships were touring Europe, some going to Paris and other cities of France; others to Emerald, Ireland, Germany, Switzerland, and still others to Italy. Some of them visited more than one place, I myself visiting both Paris and Rome.



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Our stay here was featured by the opportunity to visit that well known resort "Monte Carlo" almost daily. The terrace and garden, of the Casino are very beautifully designed and are marvellously well kept, and contain a wonderful variety of flowers and trees. Lower than the Casino and dominating the sea, is the sight for pigeon shooting, with a fine stand, fencing room, and immense pigeon houses. Annual international tournaments take place here. Although there were no demonstrations of enthusiasm on our arrival, almost the entire population of the community turned out to bid us God Speed as at 4:30 P. M. on January 27th we up anchored and bid farewell to France and her hospitable people, and pointed our bows toward Gibraltar.