# AMERICAN NOTE WELL RECEIVED

BERLIN PAPERS BELIEVE WAY IS OPENED FOR PEACEFUL SETTLEMENT.

## KAISER MAY DRAFT REPLY

Important Paragraphs in Second Communication On Loss of American Lives in Sinking of Lusitania.

Berlin—President Wilson's second note on the sinking of the Lusitania has been received here with a friendly spirit.

It is accepted that Emperor William himself will have much to do with the framing of the German reply.

Though there is no confirmation from official sources, the fact that the full text of the American rejoinder was rushed to the emperor at all possible speed is taken to mean that he intends to play a very important part in the drafting of Germany's answer.

The official viewpoint probably can be correctly appraised only after conferences of the imperial chancellor, Dr. von Bethmann-Hollweg; the foreign secretary, Herr von Jagow, and representatives of the army and admiralty, the naval and general staff. The emperor, it is believed, will speak the final word.

The answer will certainly not be drafted and the lines of the German policy probably will not be definitely decided upon, before Dr. Meyer-Gerhard, Ambassador Bernstorff's special envoy from Washington, has arrived and made his report.

Both the Lokal Anzeiger and the Vossische Zeitung hail the second American note as opening the way for further negotiations between Germany and the United States, which both profess to believe will straighten out the situation.

The important paragraph in the American note, which relate to the Lusitania follow:

"Your excellency's note in discussing the loss of American lives resulting from the sinking of the steamship Lusitania, adverts at some length to certain information which the imperial German government has received with regard to the character and outfit of that vessel, and your excellency expresses the fear that this information may not have been brought to the attention of the government of the United States.

"It is stated in the note that equipped with masked guns, supplied with trained gunners and special ammunition, transporting troops from Canada, carrying a cargo not permitted under the laws of the United States to a vessel also carrying passengers, and serving, in virtual effect, as an auxiliary to the naval forces of Great Britain. Fortunately these are matters concerning which the government of the United States is in a position to give the imperial German government officials information.

### American Law Was Observed.

"Of the facts alleged in your excellency's note, if true, the government of the United States would have been bound to take official cognizance in performing its recognized duty as a neutral power and in enforcing its national laws. It was its duty to see to it that the Lusitania was not armed for offensive action, that she was not serving as a transport, that she did not carry a cargo prohibited by the statutes of the United States and that if in fact, she was a naval vessel of Great Britain, she should not receive clearance as a merchantman, and it performed that duty and enforced its statutes with scrupulous vigilance through its regularly constituted officials.

"It is able therefore, to assure the imperial German government that it has been misinformed.

"If the imperial German government should deem itself to be in possession of convincing evidence that the officials of the government of the United States did not perform these duties with thoroughness, the government of the United States sincerely hopes that it will submit that evidence for consideration.

"Whatever may be the contentions of the imperial German government regarding the carriage of contraband of war on board the Lusitania or regarding the explosion of that material by the torpedo it need only be said that in the view of this government these contentions are irrevalent to the question of the legality of the methods used by the German naval authorities in sinking the vessel.

### Rights of Humanity Supreme.

"Whatever be the other facts regarding the Lusitania, the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers and carrying more than a thousand souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women and children were sent to their death in circumstances unparalleled in modern warfare.

"The government of the United States is contending for something much greater than mere rights of property or privileges of commerce. It is contending for nothing less high and sacred than the rights of humanity which every government honors itself in respecting and which no government is justified in resisting on behalf of those under its care and authority.

"Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit would have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy.

"This principle the government of the United States understands the explicit instructions issued on August 3, 1914, by the imperial German admiralty to its commander at sea to have recognized and embodied, as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend. It is upon this principle of humanity as well as upon law founded upon this principle that the United States must stand.

### Would Act As Peacemaker.

"The government of the United States is happy to observe that your excellency's note closes with the intimation that the imperial German government is willing, now as before, to accept the good offices of the United States in an attempt to come to an understanding with the government of Great Britain by which the character and conditions of the war upon the sea may be changed. The government of the United States would consider it a privilege thus to serve its friends and the world. It stands ready at any time to convey to either government any intimation or suggestion the other may be willing to have it convey and cordially invites the imperial German government to make use of its services in this way at its convenience. The whole world is concerned in anything that may bring nearer even a partial accommodation of interests to in any way mitigate the terrors of the present distressing conflict."

### Position On War Zone Repeated.

"The government of the United States cannot admit that the proclamation of a war zone from which neutral ships have been warned to keep away may be made to operate as in any degree an abprevlation of the rights either of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It does not understand the imperial German government to question those rights. It understands it, also, to accept as established beyond question the principle that the lives of non-combatants cannot lawfully or rightfull be put in jeopardy by the capture or destruction of an unresistingmerchantman, and to recognize the obligation to take sufficient precaution to ascertain whether a suspected merchantman is in fact of belligerent nationality, or is in fact carrying contraband of war under a neutral flag.

"The government of the United States therefore deems it reasonable to expect that the imperial German government will adopt the measures necessary to put these principles into practice in respect of the safeguarding of American lives and American ships and asks for assurances that this will be done."

ROBERT LANSING,
Secretary of State, ad interim.

# NEXT MEETING AT DETROIT

Knights Templar Have Big Parade and Elect Officers at Calumet.

Calumet.—Detroit will entertain the Michigan Grand Commandery, Knights Templar, in 1916, it was decided at a business session of the commandery here Tuesday.

Cold weather, with rain, marred the pleasure of the visitors, but did not prevent the parade of 1,000 Sir Knights, headed by mayors of eight copper zone cities, being piled off.

At the election, Grand Prelate Rev. E. Montanus, of Saginaw, and Grand Captain of Guard John Fry, of Detroit, were re-elected. L. G. Younglove, of Detroit, was elected grand warder, and the other officers were advanced with George L. Harvey, of Port Huron, as grand commander.

# NEWS BRIEFS.

New York—Dr. Bernard Dernburg, former colonial secretary of the German empire, who has been termed Emperor William's unofficial representative in this country, sailed for home Saturday aboard the Norwegian steamer Bergensfjord.

Washington—Lieut. Brauer and certain men of the crew of the German commerce raider Prinz Eitel Friedrich, who left the ship before she was formally interned and have not returned at the Norfolk navy yard, are believed to have left the country.

Innsbruck—(By courier to the Swiss frontier and Geneva, 10:45 a. m. and Paris, 2:50 p. m.)—Announcement has been made here by the Austrians that one of their submarines. Thursday sank a British cruiser of the Liverpool type at a point 30 miles off St. Jean Medua, in the Adriatic.

No old age pensions will be paid until the minister is 68 years old, regardless of how long he has served, the western Michigan diocese convention of the Episcopal church decided at the close session at Muskegon Thursday.

A summer camp for girls between 6 and 14 years is to be established in Jackson this summer under the direction of the Jackson Organized Charities on the Ella Sharp farm, and it is expected that about 80 girls will be given a two weeks' outing.

Mrs. Sanie Voorheis, of Plymouth, mother of Wayne's assistant prosecuting attorney, Paul Voorheis, and a leader in the Michigan W. C. T. U., is dead. She had been at a Battle Creek sanitarium for some time.

The monthly report of the state treasurer shows $9,973,788 in the treasury June 1, of which $6,038,539 is in the primary school fund and $3,688,898 in the general fund. The indications are that the general fund will be depleted by October, two months before the state taxes begin to come in.

Insurance Commissioner Winship announces that the life department of the Loyal Home Fraternity, of Detroit, has been affiliated with the American Assurance company, of Columbus, Ohio.

A campaign to make every railroad crossing in the state safe will be begun by the Michigan railroad commission about July 1. A new law gives the commission authority to order necessary changes to carry out the "safety first" principle at crossings.

The university board of regents at a special meeting Wednesday night, passed the 1915-16 budget amounting to $1,812,858.89, which will be divided between the different departments of the university. This is about $195,000 more than last year's budget.

The Michigan Association of Farmers' clubs; is planning a call for a national gathering of farmers' clubs to be held at the end of the summer. The formal call will likely go out in a couple of weeks. They want national action on some matters of vital interest to the farmer.


Diese Abteilung ist für die Familienglieder, welche am liebsten Deutsch lesen.


## Die Folgen des Tauchbootkrieges gegen England.

Wir sind gelehrt und dadurch gewöhnt, zu schreibt Kapitän zur See A. D. v. Kühlwetter in der Kölnischen Volkszeitung, England jedoglich als das „meerbeherrschende Albion" zu betrachten und denken dabei gemeinhin nur an die Tatsache, daß seine überragende Schlachtflotte, jeder anderen an Zahl vielfach überlegen, Herrin der Meere schien. Es ist uns geläufig, daß England durch diese Beherrschung des Meeres den Grund zu seiner Größe und zu seinem Reichtum legte, daß seine Seekriege das Großbritannien, wie es vor dem jetzigen Kriege stand, geschaffen haben. Weit weniger waren wir gewohnt der Entwickelung dieser Tatsache nachzugehen und damit ihre Kehrseite zu betrachten, die Abhängigkeit Englands vom Meer. Auch in England selbst liebte man es wohl sehr, „Britannia rules the waves" zu singen und von Britannien's Weltbeherrschaft, als einer an sich selbstverständlichen, manchmal fast sagen gottgewollten Einrichtung zu sprechen, aber von der Abhängigkeit Englands von der See sprach man weniger gern, und konnte sich dann oft eines Alpdruckes nicht ganz erwehren. Der Zustand war nicht immer so. Das England von vor 100 Jahren erraffte Reichtum und Ueberfluß im Seekrieg, das England von heute kann seines Bürgers Nahrung und Notdurft nicht anders beschaffen, als über See. Die Wandlung Englands zum reinen Industriestaat im Verein mit dem Anwachsen der Bevölkerung, haben diese Umwälzung vollbracht. Die Flottenpanik des Jahres 1909 war ein Paroxysmus, den die Beleuchtung der Abhängigkeit Englands in seiner Lebensmittelaufnahme von der Beherrschung des Meeres hervorrief. Trotzdem blieb aber Großbritanniens Bevölkerung in diesem Punkt getrübt. Seine Stellung zu allen kriegsrechtlichen Fragen ging von jeher von dem Bewußtsein seiner Abhängigkeit von der See aus, konnen ausschließlich von der Fiktion der Seeherrschaft. So hat Großbritannien wie das Privatbeigentum im Seekrieg eben wegen dieser Abhängigkeit unbeteiligt machen wollen, sonden niemand konnte ihm den Krieg gegen alles Privateigentum drückend genug erfinnen, weil das meerbeherrschende Albion seine Herrschaft so fest glaubte, daß niemand ihm in der Bedrückung und Schädigung jenes anderen gleichkommen könne und an das Wanken dieser Herrschaft niemand glaubte. Und so war es bis jüngsthin. Ohne das hätte sich vielleicht das Seekriegsrecht uns anders fortentwickelt und böte uns heute nicht ohne weiteres die vollkommen rechtliche Grundlage für unseren Unterseebootskrieg, der die See vom Joche Englands endlich erlösen soll.

So mag Englands Blindheit unser Glück gewesen sein, denn der Unterseebootskrieg wird dieses Joch brechen. Und doch muß ich dabei immer wieder an die Frage denken, die mir vor kurzem eine sehr beachtenswerte Person stellte: „Ja, aber was hilft dann unser Unterseebootskrieg, wenn nach wie vor Tausende von Schiffen in englischen Häfen aus- und einlaufen?" So stand ja zu lesen in allen englischen Zeitungen. Nehmen wir nun wirklich einmal diese Ankündigung englischer Zeitungen als bare Münze, trotzdem wir nicht wissen, ob die Zählung überhaupt gemacht ist und ziemlich sicher sein können, daß jedes Kriegs- und Handelsschiff jeder Art, und Abfahrt bauer berücksichtigt ist. Die Männer, die unseren Unterseebootskrieg planten und leiten, wußten, daß Hunderte von Dampfern täglich nach vielleicht hundert Häfen Englands ihres Weges gehen so gut, wie daß unsere Unterseeboote, wenige Dutzende nur waren, und neue sich nicht aus der Erde stampfen lassen, daß diese Kriegswerkzeuge, Wann wie Schritt auch ausgiebiger Ruhe bedürfen und daß ihnen schließlich auch noch andere Aufgaben zufallen, als der Handelskrieg. Damit konnte ihnen der Gedanke nie kommen, mit einem Schlage Englands Handelsstraßen verödet und seine Dampfer auf seinem Meeresgrund zu sehen. Soviel Torpedos hätten alle Fabriken der Welt zusammen kaum liefern können.

Das Ziel war für uns also grundsätzlich ein ganz anderes. Auch der Krieg ist Politik und Politik immer die Kunst des Möglichen. Die Abhängigkeit Englands in seinem ganzen Wirtschaftsleben von der ungestörten und unbedrohten Zufuhr und Abfuhr über See das ist der Hebel, an dem unser Unterseebootskrieg ansetzt. Ob und wie das Wirtschaftsleben gestört wird, das läßt sich nicht verbergen. Es können viele Dinge der Oeffentlichkeit vorenthalten werden, aber nicht was die Lebensführung kostet und das wissen wir heute England ganz genau. Wir wissen, daß die Ausgaben eines Arbeiterhaushalts in England schon im Februar um 20 Prozent gestiegen waren und daß dann bis zum April die allgemeinen Kosten der Lebensführung auf 50 Prozent über den Friedensdurchschnitt stiegen und wissen, daß die Kohlen heute in England doppelt so teuer sind und immer noch teurer werden. Wir wissen auch woher das kommt. Alle Schiffsfrachten nach England kosten heute drei bis sechs mal soviel als im Frieden und weil alles über See kommt, erhöhen sich alle Preise damit. Und die Schiffsfrachten sind so hoch und werden noch immer höher, weil die Seeleute nicht nach England fahren wollen, ohne daß man ihnen ihr Leben hoch versichert und ihnen für die Gefahr, der sie sich aussetzen, hohe Löhne zahlt. Weiter weil die Versicherungsgesellschaften natürlich keine Schiffe auf der Fahrt nach England mehr versichern wollen, ohne daß ihnen ungeheure Prämien gezahlt werden, denn sie wollen doch verdienen und schließlich wollen auch viele Reeder ihre Schiffe nicht nach England fahren lassen, weil ihnen die Sache überhaupt zu gefährlich ist und sie die Schiffe anderswo besser und sicherer ausnutzen können. All das verschwände fast ganz, sobald der Unterseebootkrieg aufhörte, denn unsere Auslandskreuzer, die in gleichem Sinne wirkten, können das heute leider nicht mehr.

So fliegen Nahrungsmittel und Rohstoffe für die Industrie gleichermaßen Teuerung der Lebensmittel führte zur Unruhe in der Bevölkerung, zum Verlangen nach Steigerung der Löhne und damit zu Konflikten zwischen Arbeiter und Arbeitgeber, denn die Arbeitgeber sehen damit das Geschäft, das sie vom Kriege erwarteten, dank Englands Seeherrschaft überall hin zu liefern, wo sonst der deutsche Konkurrent besser und billiger war, zerrinnen. Streit zwischen Arbeitgeber und -nehmer führt immer zu Streiks und Verminderung der Produktion, und die bedeutet zusammen mit den ungeheueren Kohlen- und Erzpreisen, die von der Knappheit herrühren, schwierige Eisenerzeugung und Mangel an Kriegsmaterial, von dem wir in englischen Zeitungen und Ministerreden lesen. Damit liegt die Notwendigkeit der Einfuhr, die ihrerseits wieder die Preise treibt. Außerdem aber hört mit dem Nichtkommen der Produktion die Ausfuhr. Und damit fängt das passive Handelsbilanz, d. h. das Ueberwiegen der Einfuhr über die Ausfuhr, das England heute schon hat. Was es einführt, muß es bezahlen, kann es das nicht mit Waren, die es ausführt, und das ist jetzt schon längst eingetreten, dann in Gold. Damit fließt sein Gold ins Ausland und es hat zurzeit keine Einnahmen mehr, die diesen Abfluß decken. Und dabei wollen wir daran denken, daß englischer Mund verkündet, die letzte Milliarde werde diesen Krieg gewinnen.

All diese Angaben sind aus rein englischen Quellen geschöpft. Das ist die Schraube, an der Unterseebootskrieg dreht und drehen soll — daß er dreht, läßt sich an englischen Angaben Woche für Woche verfolgen, und solange er dreht, kann es uns ganz gleich sein, ob englische Statistiken tausend oder zehntausend Schiffe in der Minute in englischen Häfen einlaufen lassen, es kann uns auch ganz gleich sein, ob die Reklametrommel gerührt wird, die englische Cunard - Linie verteile eine höhere Dividende als sonst. Denn all ihre Schiffe hat die Regierung, und der Ertrag englischer Schiffahrt ist im allgemeinen um 20 Prozent gesunken; wir wissen aber auch diese Symptome zu würdigen, ebenso wie das deutlich hervortretende Bedürfnis der britischen Regierung, möglichst viele Veröffentlichungen wirtschaftlicher Art zu unterdrücken und unsere Zeitungen nicht ins Land zu lassen.

War England vor dem Krieg mehr Herr oder Knecht? Jetzt jedenfalls soll das Meer, dessen Herr es sich wähnte, uns dienen, Britannien knechten.

### Der Reichskanzler und die italienische Kriegserklärung.

Berlin. In einer Rede vor dem Reichstag, gab Reichskanzler von Bethmann-Hollweg in rockender Weise die Ereignisse wieder, welche der Kriegserklärung Italiens an Oesterreich - Ungarn vorausgingen.

Redner sagte, daß Italien die weitgehendsten Zugeständnisse von der Doppelmonarchie gemacht wurden u. Deutschland als Bürge für die Erfüllung derselben eintrat.

Ohne einen Tropfen Blut zu opfern hatte Italien Territorium in Tirol am Isonzo erhalten soweit die italienische Sprache vorherrscht, ferner freie Hand in Albanien, den wertvollen Hafen Avlona und wichtige Zugeständnisse betreffs Triests.

Wie weit der Dreiverband oder sonstige Anstifter hinter der Kriegserklärung stecken, wird erst die Zukunft lehren. Wenn aber der Krieg vorüber, wird das italienische Volk erkennen mit welcher Infamität es sich in denselben gestürzt hatte.

# CAPTAIN TELLS OF SHIP DISASTER

LUSITANIA COMMANDER TESTIFIES THAT LINER WAS NOT ARMED.

## INQUIRY STARTED TUESDAY

Survivors and Relatives Express Disappointment That Admiralty's Instructions Are Not Made Public.

London—Fifty survivors of the Lusitania disaster, with relatives of passengers who lost their lives, and privately-retained lawyers, attended the opening session Tuesday of the board of trade inquiry into the destruction of the liner by a German submarine, May 7, with a loss of more than 1,100 lives.

The survivors and relatives of the dead expressed disappointment at the fact the testimony relating to the admiralty's wireless instructions to the Lusitania was given in private.

Captain Turner was principal witness. He appeared to be in good physical condition, and in full control of his nerves. His voice was hearty and firm, his manner brisk and his answers prompt.

Captain Turner denied emphatically the Lusitania was armed.

The captain estimated that 10 seconds after the Lusitania was struck it was impossible to stand on deck. He said the three difficulties in rescuing passengers were the list of the ship, her headway, which carried her two or three, miles after being struck and the lack of time.

The captain testified he had given orders to look out for submarines and to proceed at full speed if any were sighted. He said the boats had been swung out the morning of the day preceding the disaster. Two lookouts were placed in the "crow's nest," forward the bows and two officers were on the bridge.

When asked whether the passengers were giving help as far as they were able, he replied, "The passengers showed a desire to assist in every way possible."

## THE EXPENSE OF GREAT WAR

Canada's War Loans and Pension List Growing.

Ottawa, Ont.—The minister of finance, Hon. William T. White, estimates that from information compiled by officials of the department that special war revenue act passed last session will bring in $1,865,000 in revenue up to July 1, next.

Mr. White states that the total amount of interest which will have been paid and accrued by July 1 on account of money borrowed from the British government for war outlays since August 1 is $1,100,000.

If the total amount of $150,000,000 already appropriated by parliament on war account is expended before March 31, next, there will be an additional amount of interest payable after July 1 approximating $3,150,000. There is every indication, says the minister, that the amount appropriated will not be sufficient to provide for the war expenditure up to March 31.

The appropriation of two million for pensions made last session already is being drawn upon and in the opinion of the minister will be insufficient to meet the demand.

### Big War Loan is Voted.

London—The house of commons Tuesday afternoon voted another credit of $1,250,000,000, making with previous sums a total of $4,310,000,000 already allowed for war purposes.

In introducing the measure Premier Asquith revealed that from April 1, to June 12, expenditure had been at the rate of $13,3000,000 a day. He estimated the total daily expenditure during the currency of the new credit would be not less than $15,000,000, because as the war extended its area, Great Britain's financial obligations to the Allies would increase.

## TELEGRAPHIC FLASHES

Denver, Col.—Judge Ben Lindsey, of the juvenile court was arrested Friday and immediately released on his own recognizance, charged with contempt of court and conniving in the commission of perjury. His refusal to tell what a young boy told him in conference led to the charges being filed by District Attorney Rush and Judge John Perry.

Rome—It became known here Friday that the Nobel peace prize will be conferred on Pope Benedict XV.

Berlin—Austro-Germans, in southeast Galicia, have recaptured Stanislau. The official statement from the war office Wednesday afternoon also reported successes in the operations near the Baltic, where German troops have occupied Kubyli, on the Windau river. To the south the Germans have stormed and captured fortified positions facing the Russian fortress of Kovno.

Paris—A demand for indemnity for damage done German property in Milan during anti-German disorders has been addressed by Germany to the Italian government through the Swiss legation at Rome, says a Geneva dispatch to the Matin.

Joplin, Mo.—The effect of the European war on zinc ore has sent the price of that product in the Joplin district to $100 a ton, basis. It is the highest figure ever paid for zinc ore and is $60 a ton greater than the price at a corresponding date a year ago.

# MICHIGAN BREVITIES

Grand Rapids.—Three negroes jumped from a dump of bushes near the Hall street circus grounds and attacked and robbed Bruce Truax, twenty-five, and Vinnie Menard, twenty-four, who were returning home from a circus. Truax was beaten into unconsciousness and relieved of $27, a diamond pin valued at $100, a watch and ring. After securing the valuables they assaulted the woman and made good their escape.

Plymouth.—Justice Campbell sentenced William Barlow, convicted of stealing chickens, to pay a fine of $55 and to serve 45 days in the Detroit house of correction. When the cash was not forthcoming, the judge made the sentence 90 days. Barlow is believed to have committed a long string of offenses before he was caught.

Grand Rapids.—Henry Nyenhuis, twenty-one, a farmer near Holland, was instantly killed when his automobile plunged from the floor of a timber barn to the ground, a distance of about twenty feet. The machine crashed through the side of the barn when young Nyenhuis lost control of it.

East Lansing.—The forestry department of the Michigan Agricultural college has received a request from authorities in charge of the national forest at Mackinac island for 20 students to improve the trees. Edmund Carl Mandenburg of Los Angeles, Cal., who will be graduated this June, will be made foreman of the work.

Hillsdale.—Members of the old Fourth Michigan infantry will hold their fifty-second annual reunion here Tuesday, June 22. The officers are: President, O. C. Nash, Hillsdale; vice-presidents, Benjamin Westfall, Hudson; C. B. Barnett, Jonesville; L. H. Dillon, Owosso; secretary-treasurer, A. H. English, Hillsdale.

Lansing.—Governor Ferris has paroled George Doyle, sentenced to Ionia prison from Chippewa county in 1910. A parole has also been given to John Koss, sentenced to the Detroit house of correction from Detroit. He is in the last stages of tuberculosis.

Jackson.—Rolland J. Green, wanted in many cities for forgery, was arrested by Detective Frank Creech of the police department following a hard battle in which Green attempted to escape. He is said to be wanted for forgery in Detroit, Chicago, Flint, Peoria, Ill., and other cities.

Grand Rapids.—Frank Kennedy, charged with having passed a number of bogus checks in Grand Haven, was arrested by detectives here and turned over to Sheriff Hans Dykhuis of Grand Haven.

Traverse City.—Mrs. Antoine Bartlett, fifty-five, disappeared from her home ten days ago and her body has just been found near her home. A bottle of poison beside her showed how she had died.

Monroe.—Roy Edward Antieau, seventeen years old, while manipulating the machinery on the top of his father's oil wagon, fell and one of the rear wheels passed over his body. He may recover.

Muskegon.—Kellar Stem of Hastings was elected president of the Men's club at the western Michigan diocese of the Episcopal church convention here. Hobart P. Lewis of Muskegon was chosen secretary and David H. Brown of Grand Rapids, treasurer.

Adrian. — Fourteen-year-old John Moore, near Britton, was killed while riding a colt. He was alone on his father's farm at the time, his parents having gone away to attend a funeral.

Jackson.—Mrs. Blanche Hastings narrowly escaped suffocation when her home in the village of Addison burned. It is believed the fire was started by lightning.

Jackson.—Elmer Ellsworth, alias Lutz, arrested on suspicion, has been turned over to Hillsdale officers on a charge of shoplifting a post office clerk.

Standish.—David Johnson of Greenwood was awakened by a fire in his bed, and before he could escape from the house in his night clothes his right ear was nearly burned off.

Greenville.—A fine athletic field, the gift of Dr. D. K. Black, was presented to Greenville with fitting ceremonies. It will furnish a playground for the entire community.

Hillsdale.—Fred Ellis is under arrest here and Ray Hamilton Mason, said to be from Boston, is being held at Coldwater on a charge of stealing bicycles.

Traverse City.—Lewis Lewis of Fremont, O., was arrested here on a charge of forgery. His pal, J. M. Hoyer of Fremont, is wanted here.

Grand Rapids.—Growers on the city market declared the strawberry crop in this vicinity will be much shorter than previously had been expected.

Jackson.—A summer school for backward pupils will be conducted here this year.

Lansing.—According to the state monthly bulletin of vital statistics, there were 3275 deaths reported during April. This is a rate of 15.1 per 1,000 of the estimated population. A decrease of 431 deaths is noted for the preceding month. Births for the corresponding period totaled 5,962, or 22.8 for each 1,000 population, a decrease of 677 births for the preceding month.

Grand Haven.—Under the direction of the Michigan Library association and the state board of library commissioners, a library journal table will be held in Grand Haven.

Muskegon.—Work was begun to form a second company of the Michigan National Guard here in order that an added $15,000 might be secured from the state for the erection of an armory. The local company will take the place of that at Manistee, recently disbanded.

Muskegon.—Peter Christiansen, fifty-six, is near death as the result of an explosion of molten metal in a big ladle he was carrying. The metal terribly burned his face and head at the Hatch Rod company's plant. Dipping of a wet and smaller ladle into the molten mass caused the explosion.

# MARKET QUOTATIONS

Detroit Stockyards Quarrantined Hoof and Mouth Disease.

### Live Stock.

DETROIT.—Cattle: Receipts, 1,433; dry fed 10c lower; all grades 25@40c and bulls 25@50c lower; best dry fed steers, $8.25@8.50; best handy weight dry fed butcher steers, $8@8.35; mixed steers and heifers, dry fed, $7.75@8.25; best grassers, $7.25@7.75; handy weight grassers, $6.75@7.25; best cows, $5.75@6; butcher cows $5@5.50; common cows, $4@5; canners, $4@4; heavy bulls, $6@6.25; bologna bulls, $5.50@6; light grassers, $5@6.50.

Veal calves—Receipts, 594; market steady; few choice, $10; bulk good, $9.50@9.75; others, $7@8.50.

Sheep and lambs—Receipts, 463; market steady; best lambs, $9.50; fair lambs, $8@9; light to common lambs, $5.75@6.50; fair to good sheep, $4.50@5; culls and common, $3@4.

Hogs — Receipts, 5,099; market steady to 5c higher, $7.70@7.75.

EAST BUFFALO—Cattle: Receipts, 4,700; prime dry-fed grades steady; grassy kind, 25c lower; choice to prime steers, $8.75@9.25; fair to good, $8.40@8.65; plain and coarse, $7.75@8.25; choice to prime handy steers, $8.25@8.75; fair to good, $7.75@8; light common, $6.50@7; yearlings, $8.50@9; prime fat heifers, $8@8.25; good butchering heifers, $7.50@7.75; light butchering heifers, $6.50@7; best fat cows, $5.50@6.25; good butchering cows, $5@5.50; cutters, $4.50@5; canners, $3.50@4; fancy bulls, $6.75@7; best butchering bulls, $6.50@6.75; good killing bulls, $6@6.50; light bulls, $5.25@5.75.

Hogs: Receipts, 16,000; market 10@15c lower; heavy, $8; mixed and yorkers, $8@8.05; pigs, $8@8.05; roughs, $6.40.

Sheep: Receipts, 1,600; market active; spring lambs, $12@12.50; yearlings, $10@10.50; wethers, $6.50@6.85; ewes, $4.50@5.75.

Calves: Receipts, 1,600; steady; top calves, $9.50@10; fair to good, $9@9.50; grassers, $4@6.

### Grains, Etc.

DETROIT.—Wheat—Cash No. 2 red $1.24; July opened with a decline of 1-2c at $1.12, advanced 1-2c, and declined to $1.08 1-4; September opened at $1.10 1-2, advanced to $1.11, and declined to $1.07 1-2; No. 1 white, $1.22.

Corn—Cash No. 3, 72c; No. 3 yellow 72c; No. 4 yellow, 71 1-2c.

Oats—Standard, 51@51 1-2c; No. 3 white, 50 1-2@51c; No. 4 white, 49 1-2@50c.

Rye—Cash No. 2, $1.14.

Beans—Immediate and prompt shipment, $3.10; July, $3.15.

Clover—Prime spot, $7.60; October, $8.35; prime alsike, $8.25; alsike, $8.50.

Timothy—Prime spot, $2.95.

Hay—No. 1 timothy, $18@18.50; standard timothy, $17@17.50; No. 2 timothy, $16@16.50; light mixed, $17@17.50; No. 1 mixed, $16@16.50; No. 1 clover, $14@14.50; light clover, $12@13; rye straw, $8@8.50; wheat and oat straw, $7@7.50 per ton.

Flour—In one-eighth paper sacks, per 196 lbs.; jobbing lots: Best patent, $7.60; second patent, $7.30; straight, $6.90; spring patent, $8.10; rye flour, $6.70 per bbl.

Feed—In 100-lb sacks, jobbing lots: Bran, $25; standard middlings, $29; fine middlings, $27; coarse cornmeal, $32; cracked corn, $33; corn and oat chop, $32 per ton.

### General Markets.

Strawberries—Michigan, $2@2.25 per 16-quart case; southern, $4.75@5 per bu and $2.50@1.75 per 24-quart case.

Cherries—Sour, $2@2.25 per 24-quart case; sweet, $3.50@3.75 per 24-quart case.

Apples—Baldwin, $4@4.25; Steele Red, $4@4.50; Ben Davis, $2@2.50 per bbl; western apples, $2@2.25 per box.

New Cabbage—$1.90@1 per crate.

Celery—Florida, $1.50@2.75 per crate.

Green Corn—$5.50 per bbl and 60c per doz.

Tomatoes—Florida, $2.25@2.50 per crate; and 75c per basket.

Pineapples—Cuban Cayenne, 11 1-2@12c per lb; common, 10@12c.

Maple Sugar—New, 14@16c per lb; syrup, $1@1.10 per gal.

Potatoes—Carlots, 43@45c per bu in sacks; from stores, 48@50c per bu.

Onions—Spanish or Bermudas, $1.75 for yellow and $1.85 for white per crate.

Live Poultry—Broilers, 25@28c; hens, 14 1-2c; No. 2 hens, 13@14c; ducks, 17@17 1-2c; geese, 19@20c; turkeys, 18c per lb.

Dressed Poultry—Michigan, Chicago, 14@15c; Western York, fats, new, 17@17 1-2c; broiler, 14 3-4@15c; limburger, 16 1-2@17c; imported Swiss, 29@30c; domestic Swiss, 19@20c; long horns, 16 1-2; daisies, 17c per lb.

Honey—Choice to fancy new white comb, 14@15c; amber, 8@9c; extracted, 5@6c per lb.

Hides—No. 1 cured, 17c; No. 1 green, 15c; No. 1 cured bulls, 15c; No. 1 green bulls, 12c; No. 1 cured veal kip, 17c; No. 1 green veal kip, 16c; No. 1 cured murrain, 14c; No. 1 green murrain, 12c; No. 1 cured calf, 17 1-2c; No. 1 green calf, 17c; No. 1 horsehides, $3.50; No. 2 horsehides, $2.50; No. 2 hides and No. 2 kip, and calf 1-2c lower than the above; sheepskins, as to amount of wool, 20c@$1.50.

The copper mines of the Lake Superior district have brought their production up to such a point that the owners say it is hardly possible to increase it another pound with the present milling room.

A change of venue from Bay to Alpena circuit has been asked by the Detroit & Mackinac railroad which has been sued by four concerns for alleged overcharges on timber during the past six years. All parties and witnesses live in Alpena, the company asserts.