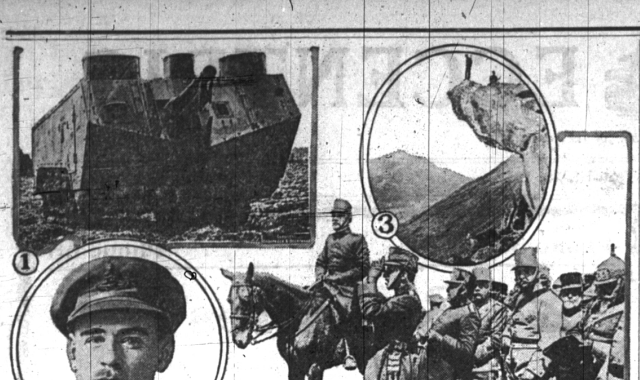


1—Striking close-up view of the St. Chamond tank, latest of the French traveling fortresses, which has revolving turrets. 2—Capt. Geoffrey Harper Bonnell, an American member of the Royal British flying corps, who brought to death Captain Boelke, the famous German aviator, and is now in America helping recruit Britons. 3—Sentries in the Alps on the Swiss border. 4—New photograph of King Alfonso of Spain and his staff at military maneuvers; internal disorders threaten the king's throne.

NEWS REVIEW OF THE PAST WEEK

Government Is Now Going After the Food, Munition and Fuel Pirates.

CONTROL BILL IN CONGRESS

Other Agencies Attacking the Profiteers—Plans Pushed for Huge American Air Army—Russia Determined to Continue the War Against German Absolutism.

By EDWARD W. PICKARD.

Uncle Sam last week began paying more special attention to the pirates that infest the land—the food pirates, the munition pirates, the fuel pirates and all the obnoxious brood of profiteers whose greed for money obliterates their patriotism, if they ever had any of the latter quality. The warfare against these men and corporations is being carried on in the way of judicial investigations that will result in indictments and in proposed legislation by congress. The latter, of course, is the administration food control bill, which the president has been urging toward passage with the forceful assistance of Herbert C. Hoover. Mr. Hoover told a bunch of senators on Tuesday why the measure should be passed, and answered all the objections of its opponents, headed by Vardaman, Gore and Reed.

In the house on Thursday Representatives Madden and Cannon of Illinois made an attempt to have cotton included among the articles to be put under control, but the Southern Democrats rushed to the rescue of the cotton planter and defeated the plan. The majority also voted down a proposition by Haugen of Iowa to include clothing, shoes and implements in the measure. The opposition to the bill in the house was weaker than in the senate. Senator Sherman of Illinois fiercely attacked the measure as one designed to favor the city dweller and union labor and to injure the farmer, and he took the opportunity to say some very severe things about the administration, asserting it had been asleep for two years and now had waked up into hysteria.

Daniels Jolts the Extortionists.

Secretary Daniels became weary of the extortions of the fuel magnates, and on Monday announced that the coal and oil the navy needed would be taken by the government and paid for at prices to be fixed by the government. Producers of steel found themselves facing the prospect of the same action.

Organized labor also took a hand in the fight on the food extortionists and notified the administration, through the American Federation of Labor, that unless the prices of the necessities of life are brought down to reasonable figures, there probably will be an epidemic of strikes, possibly even a national tie-up in many industries.

The federal trade commission announced it was ready to begin its investigation of food conditions on July 1; the information obtained will be turned over to the food administrator and the department of justice.

Why should not the press of the country print prominently the names of the despicable creatures who are taking advantage of the nation's needs? Decent motives being lacking, fear of the public wrath might operate to induce them to cease their nefarious work.

Planning Great Air Army.

More and more the government is becoming convinced that America's first big play in the war must be in the air, and the plans for speedily sending many thousands of airplanes and aviators to the front from this country are being pushed with vigor. Congress is asked to make an aeronautic appropriation of $600,000,000 to start with, and already hundreds of young men are being selected for the work and put into training. For a long time Admiral Peary has been urging the building up of a powerful air service for our army and navy, and Brigadier General Squier has done all an active officer is permitted to do to forward such a plan, and now the government realizes that an immense fleet of airplanes is the quickest effective aid it can give to its allies in Europe.

The aviation bill contemplates the establishment of 24 training camps and instruction in many technical schools; the construction of about 2,000 planes a month at the end of six months, with the number constantly increasing until it reaches 5,000 a month; the building at first mainly of training and observation machines and later of larger number of battle planes.

To fill up the ranks of the regular army, President Wilson issued a call for 70,000 volunteers between the ages of eighteen and forty years. Throughout the army the recruiting officers especially emphasized the fact that men who registered are welcome as volunteers and will have some advantages over those who wait to be drafted.

Registration slackers began getting what is coming to them last week. Their days of grace having expired, they were arrested wherever found and chucked into jail. Several of them already have been given prison sentences. Though the number of arrests may seem large, it really is insignificant when compared with the total registration.

War department officials seem to be having a hard time settling on the plans for the training camps for the National army. Over and over again the specifications are changed, and not much headway is being made. Instead of leaving the details to the regular army officers, who are experts in that line, the council of national defense has taken a hand and put "experts" of its own choosing in charge of various parts of the work, and the result so far has been confusion and delay. The council has been doing great work in many ways, but this looks like a case of too many cooks. The whole matter of getting the conscriptive army and the National Guard into training only emphasizes the wisdom of a universal service policy and law.

Submarines Very Active.

Germany's submarines put in another busy week, many reports of the sinking of allied and neutral vessels coming in. Among the ships sent down was the American oil tank steamship John D. Archbold, five of whose crew were lost. The vessel was armed and carried a gun crew from an American warship, but the gunners had not been supplied with range finders by the navy department.

Vice Admiral Sims, during the temporary absence of the British commander in chief, was appointed to take general charge of the operations of the allied naval forces in Irish waters, where the U-boats find most of their victims. The giving of this great responsibility to the American admiral shows the confidence the allies have in his ability and wisdom.

Two feats of the American destroyers in British waters were told during the week. One of these vessels came upon a submarine and promptly rammed it; probably sending it to the bottom. Two others, responding to wireless calls, rescued 80 survivors of two British ships that were torpedoed 100 miles away, the farthest point west in the Atlantic the U-boats have operated since the ruthless campaign began.

There was violent fighting in France throughout the week, but neither side made important gains. The Germans won first-line trenches from the British east of Monchy-le-Prieux and from the French east of Vauxaillon, but later were driven back again with heavy losses. The Canadian troops captured some positions in front of Lens, paving the way for a drive on that center of the coal fields.

Toward the end of the week the Germans yielded to the heavy pressure of the British in the territory dominated by the Messines ridge and abandoned the ground they had held on the western side of the bend of the Lys river, between Warneton and Armentieres.

Another German Fiasco.

Germany's clumsy diplomacy came to grief again in the developments following the attempt of Robert Grimm, Socialist, to induce Russia to conclude a separate peace. When the intrigue was exposed, Grimm was driven from Russia, and last week Dr. Arthur Hoffman, a member of the Swiss federal council, who had a prominent part in the plot, resigned his office. The disclosures led to an excited mass meeting of protest and a pro-ally demonstration in Geneva. Grimm was denounced for trying to push Switzerland into the war for the purpose of serving Germany, and the crowds stoned the residences of pro-Germans.

Elihu Root and his colleagues spent the week getting acquainted with the true state of affairs in Russia, and were assured by the government officials that nothing would be concealed from them. Commander in Chief Brussiloff sent to General Robertson Wednesday a telegram assuring him that, "in honor bound, free Russia's armies will not fail to do their duty."

Boris Bakhmetieff, special Russian envoy, and his colleagues arrived in Washington and almost immediately gave out a statement of the program of the provisional government. This includes the absolute rejection of all thought of a separate peace and the achievement of universal peace without annexations or contributions and presuming no dominion over other nations. The provisional government will take preparatory steps for an agreement with its allies founded on its declaration of March 27, and its chief aim is stated to be to fortify the Democratic foundations of the army and organize and consolidate the army's fighting power for its defensive as well as offensive purposes.

In Petrograd the all-Russian congress of workmen and soldiers unanimously resolved upon an immediate offensive, and the same sentiment was expressed in a manifesto issued by the military union of woman volunteers, which said "the workers are appealing for an unrelenting struggle against an enemy who is moved solely by imperialistic and slaving tendencies."

The provisional government has begun proceedings for the severe punishment of various high officials of the old regime, who are accused of breaches of the laws of the empire. Several former cabinet members and army commanders, including Protopopoff and General Rennenkampf, have been indicted.

Crisis in Austria-Hungary.

Not much news was allowed to come out of Austria-Hungary, but what did emerge indicates that the situation there becomes more critical daily. The Poles of the dual kingdom are virtually in revolt, demanding at least autonomy for their land, and nearly all the people are insistent for peace. The Austrian cabinet, headed by Clam-Martinic, resigned.

Conditions due mainly to the war have brought on a crisis in Spain that threatens to result in the deposition of King Alfonso, despite his personal popularity, and the establishment of yet another new republic in Europe. The censor, however is as busy there as in other countries, and the reports may be misleading.

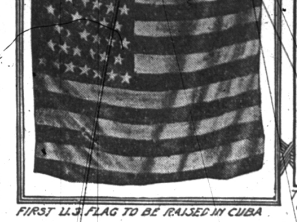
Over in China matters seemed to be settling down peacefully, possibly in part the result of President Wilson's suggestion that the internal troubles there be brought to a peaceful and speedy end. Several of the seceding provinces have said they would come back into the federal fold, and the president has called a new parliamentary election.

Certain notoriously pro-German newspapers in Chicago, Milwaukee and elsewhere, some of them printed in the German language, are attracting the attention of the government agents by their continuous and vicious attacks on the allies of the United States and their thinly-veiled opposition to this country's course in the war. With the skill of trained writers they may avoid suppression for treasonable utterance, but their sentiment and intent are evident, and if they cannot be reached by legal procedure, they may yet be squelched by the people without the aid of the authorities.

FAMOUS AMERICAN FLAGS

FLAG MADE ACCORDING TO ACT OF CONGRESS 1818

Starry emblem of our country rich in history and honor :: And the grand old banner will soon be making more history and receiving greater honor on the battlefields of Northern France and Belgium



FIRST U.S. FLAG TO BE RAISED IN CUBA

THE FAMOUS "STARRY FLAG" OF JOHN PAUL JONES

THOUGH as yet the baby of nations, Uncle Sam has many flags of which he has reason to be proud. Most of them are in the possession of the government, but a few are owned by individuals or army posts.

One of them, now kept at the statehouse in Annapolis, Md., was carried by the Maryland troops during the war of the American Revolution, and is made in accordance with the act of congress, June 14, 1777. It is positively known to have been the regimental flag of the Third Maryland regiment, commanded by Col. John Eager Howard, at the battle of Cowpens, S. C., in January, 1778, in which fight it was held by William Bachelor. Bachelor was sent home to Baltimore wounded and took his flag with him.

After Bachelor's death in March, 1781, the flag remained in his family, and when the British invaded Maryland in 1814 this same flag was carried by William, Bachelor's son, in the battle of North Point, as a banner for the Twenty-seventh Maryland regiment. This William Bachelor died in 1885. The flag, in 1907, was presented to the state of Maryland and has since then reposed in its capital building at Annapolis.

Another famous banner is the battle flag of Commandant Oliver Hazard Perry, the same which flew successively on the masts of his flagships, the Niagara and the Lawrence, in the battle of Lake Erie, September, 1813. This flag had been made at Perry's express command, but at the suggestion of Purser Hambleton, he added the words it bore, "Don't give up the ship," the last uttered by Captain Lawrence, killed in the fight in June, 1813, between the English and American forces. These words have erroneously been attributed to Perry, but are, in fact, an adoption of Lawrence's sentence to Perry's flag. The banner is a bunting of one solid color bearing its famous motto in large letters across its face, and is now kept at the United States Naval academy at Annapolis.

A British Trophy.

In the same chamber at the academy is a gorgeous royal British standard which was captured from the parliament house when the capital of Canada fell, in 1813, into American hands. It is a magnificent ensign with five quarterings, all in radiant tones, the heraldic blazonry being such as was used in the time of George III. In one corner is a red lion poised in air, to denote Scotland; in another is the golden harp of Ireland; two other quarters contain three golden rampant lions for England, while in the central quartering is a combination of the arms of Saxony, Hanover, Brunswick and Luneburg, with some emblems of the Holy Roman empire.

In the National museum in Washington is the real Star Spangled Banner, the same flag which floated over Fort McHenry in September, 1814, when it was attacked by the British, and the one around which Key wrote his immortal poem. Being 36 by 26 feet, it will hang from the second story of a building to the first floor. In spite of time it is well preserved, and the stars and stripes which "gleamed through the perilous fight" are still plainly to be seen.

Mexican trophies are to be seen at the Naval academy. These flags are all unique in design, bearing the Mexican condor standing on a cactus, with a snake in its mouth. There are several of this war, one of them being the flag captured by Gen. Winfield Scott and Commodore Matthew Perry at the fall of Vera Cruz in 1847.

In the antechamber to the rooms of the secretary of war, in Washington, is the famous flag which flew over Fort Sumter in April, 1861, when it was fired on by the Confederate batteries. This was the shot which opened the great war between the states.

The flag of the Merrimac is now owned by the family of the late Capt. Beverly Littlepage, formerly of Washington.

Another flag of the Merrimac is in the possession of Mr. C. F. Gunther of Chicago; this was the first one raised, but was shot away. The flag owned by the Littlepages is the second one run up.

Regan's Flag.

In the rooms of the Stevenson Post at Roxbury, Mass., is preserved one of the strangest banners the world has ever seen. In a tobacco factory in Richmond, in Civil war times, many Federal soldiers were prisoners, among them a Timothy J. Regan. Regan conceived the idea of making a flag of Federal Stars and Stripes even in the close confinement of their prison. There were about 20 men and they secretly got together the material.

A flannel shirt made the blue ground, a shirt of white cotton furnished the white stars, and goods were bought sufficient to make the red and white stripes. In hiding, they worked at their task till at last it was finished. It was thrown to the wind at once in a place which was sheltered from the view of the guards, then torn into strips and divided among the men. After the war, Regan, by persistent effort, managed to get together all the pieces and had them sewn into a flag, which is now at Roxbury.

The flag of the Maine, the ship whose sinking precipitated the Spanish-American war in 1898, is kept at Annapolis. Near by the banners captured by Dewey at Manila from the Spanish, as well as trophies of the battle of Santiago.

The banner which floated over the North pole, raised there April 6, 1909, by Commander Robert E. Peary, now lies for safe-keeping in the vaults of a safe deposit company in Washington. It was made by Mrs. Peary, the stars being worked in silk embroidery. It was flown in the wind on the shores of the Polar sea for more than a fourth of its circumference. The bits of white with which it is stitched indicate the fragments which the explorer left with records at different places in his journey. Some were deposited at Cape Morris K. Jessup, the farthest northern point of land on earth; one was left at Cape Thomas Hubbard, another at the starting point of the dash for the pole—Cape Columbia—five bits are in the fire of "Peary's Farthest North," in 1906, and one is yet in the eternal stillness of the North pole itself.

Oldest Flag in Museum.

The oldest flag in the National museum, at Washington, is the first United States flag of which there is authentic record. This is the banner of John Paul Jones. On the very day the law was enacted establishing a national flag for the United States of America, June 4, 1777, congress appointed John Paul Jones to be commander of the Ranger. History does not relate, with authority, the exact date of the making of the Ranger's flag, but it must have been very soon after the congressional enactment, because the war department states that "The ship Ranger, bearing the Stars and Stripes and commanded by Capt. Paul Jones, arrived at a French port about December 1, 1777, and her flag received, on February 14, 1778, the first salute ever paid to an American flag by foreign naval vessels."

Later, Paul Jones set his loved ensign high above the Bon Homme Richard and it waved triumphant over many a fierce encounter with the foes of the new country. The most notable of these was when it came in contact with the British ship Serapis in 1779 and went down. Commodor Jones rescued his precious "starry flag" and hoisted it over the captured Serapis, bringing it home covered with honor.

The museum authorities believe this to be the first American flag that came into existence after the enactment of congress. As evidence of the theory they point to the 12 stars instead of 13. Had this flag had an official predecessor the mistake in the number of stars would hardly have occurred.

This historic standard, kept intact by long and loving care, shows its age in much-frayed edges and worn patches. The 12 stars, arranged in three parallel perpendicular rows, still stand out stanchly on their unstable foundation, for the blue field and the 13 red and white stripes have grown pathetically threadbare.

The National museum contains a collection of remnants of flags that participated in naval engagements from the time of the Revolutionary war to the war with Mexico; also those of foreign vessels of war captured by the navy during those periods. This display of fragments is quite interesting. It was collected by Peter Force of Washington, and presented by him to the library of congress, which transferred it to the National museum.

Among these remnants is a piece of the British flag of La Guerriere, used during her encounter with the Constitution, and of the Java, worsted by the same indomitable American, as well as a fragment of the flag of the Algerine brig Zouara, captured under Decatur.

A division of the museum's flag collection relates to the Civil war, and the most interesting of these is the garrison flag of Fort Moultrie, in Charleston harbor, South Carolina. This flag was lowered December 26, 1860, when Maj. Robert Anderson, First United States artillery, moved his forces to Fort Sumter. The flag was secured by his second in command, Capt. Abner Doubleday, and remained in his possession until presented to the Smithsonian institution at Washington.

In the National museum also is the United States flag raised in New Orleans by the volunteer flag committee after the occupation in 1862. This was the first Federal flag raised by citizens of any of the Confederate states after the commencement of hostilities. Here, too, is the flag of the United States ship Kearsarge, in use at the time of the surrender of the Confederate cruiser Alabama, also the first United States flag raised in Richmond after the surrender. This was used as headquarters flag by Gen. R. O. C. Ord, U. S. A., when he took possession of the city.

The history of our war with Spain is illustrated at the National museum by a series of flags of picturesque interest. There is here the Spanish garrison flag used at Fort San Cristobal, San Juan, Porto Rico, during the entire war, and floated over the fort during the bombardment by the American fleet, May 12, 1898. There is, too, the flag lowered from the customhouse at the plaza, Ponce, Porto Rico, when it surrendered to the United States. The yellow stripe in this flag was painted red to give it a chance to escape identification. Another flag here was taken from the trenches before Santiago, and still another is a guidon used by Spanish infantry at Porto Rico.

The museum is also custodian of the pennant flown by Admiral Schley on the Brooklyn during the battle of Santiago.

The United States Marine corps has a number of flags of vital import. It is proud of its trophies, and well it may be, for it was the foremost in winning them. The Marine corps possesses the first American flag under fire in Cuba. This flag was raised by the Marine battalion at Guantanamo, the tenth of June, 1898, and flew during the hundred hours of continuous fighting by the marines at that point. After its use in this engagement it was hauled down and sent to headquarters at Washington.

Another noteworthy flag belonging to the corps is the signal flag used by Sergeant Quick at the battle of Cuzco. During the engagement the fleet stationed in the bay, while firing on the enemy, was seriously endangering the unseen marines on land, who already had the Spaniards surrounded. A volunteer was requested to go out and signal to the fleet to stop firing. Sergeant Quick immediately responded, and in full view of the enemy stood and wig-wagged the Dolphin to stop firing. The signal flag was rent in several places, but the sergeant escaped injury. For this act he received a medal and honorable mention.

Among some later flags to come into possession of the Marine corps is the large United States flag used by the marines during the siege of the legation in Peking at the time of the Boxer riots. It may be recalled that the guard of the Oregon served in Peking. This was their post flag and was planted on the Tartar city wall, where it was jealously guarded. Later it was hoisted on the ruins of the Imperial Chien Men as a signal to the allied forces, and it has the honor of being the first signal the latter had that their friends were still living. The flag shows its hard usage at the hands of its enemies, being torn in several places by volleys of shot and shell assailing it.

Another Chinese memento possessed by the Marine corps is a large imperial flag captured on the walls of Tientsin by the marines when they attacked the city. This is a large pennant-shaped affair of turkey red, with enigmatical Chinese characters in its center.

FUNERAL OF TURKISH CROWN PRINCE

The following account of the funeral cortege of the Turkish crown prince is given by Alexander Brody, who saw the ceremony:

On the scarlet covered coffin in which the body of Jussuf Izzeddin, the crown prince of Turkey, who had killed himself in his harem, was carried to the grave lay his fez, or "kalbag," in token of his military career.

The coffin was made of wood, for metal is too scarce even for a prince, and it was borne by the eunuchs of the royal household. Jussuf had been kind to his servants although stern with their peers.

A gigantic negro with the eyes of a faithful hound constantly smoothed the red cloth lest a wrinkle might dishonor the sexlessness of the occasion, and he kept constant watch on the pallbearers. The 500 burly negro eunuchs were as one in their grief. Following them were the chamberlains and attendants of the household, with red caps on their black heads.

The coffin was gently laid on the Mussala tassy, a prayer stone, fragmental of an old Greek column dating back to the days of the victorious emperors. The holy prayer was chanted: "Bissm Illah irrahman, elhamd ve Illahi, rebbi ul alemin" ("In the name of God, the merciful and gracious"). Then the holy men approached, dervishes of all ranks, novices and rapuris, the monks who impose punishment on themselves by imposing camel's-hair bushes two feet high on their heads. The fanatical death song is heartrending. The green cloth about the heads of some indicates that they have arrived at sainthood through a visit to the tomb of the prophet at Mecca.

After the dervishes came the members of "Union and Progress," the Young Turks, in Parisian dress. Some of the faces were milk white; now and then one saw a gray head among them.

In the eyes of the dervishes burned the fire of the past; in the Young Turks that of the future. Which one is approaching his last hour in the Ozman lands?

The head of a more conservative Turk came in view, that of the new heir to the sultan's throne, Vahideddin, of Persian type, long, narrow-nosed features resembling Abdul Hamid's.

One may only conjecture concerning this representative of royalty, grown up in the shade of the harem walls, in constant companionship of women of the Orient, who never divulge anything about their lords and masters. The new crown prince is long past middle age. Behind him rode Prince Medsid, aged and worn; in fact, the whole royal family has left youth behind.

A group of Arabs came next. The rays of the cold spring sunlight threw pale gold over the fancy costumes of these men of the desert.

A prominent merchant whispered: "They are the Arabs, of the faith, yet they do not obey Allah because he is merciful, but because they fear him, and not without reason. I fear that we cannot trust them in this holy war, at least some of them. They value money too highly, especially silver, although they have no contempt for gold."—New York Herald.

MAKE USE OF SHELL HOLES

Soldiers Abandon Trench Lines for Shelter That Cannot Easily Be Discerned by the Enemy.

British Headquarters in France.—The western front nowadays is marked by many changing phases. East of the bloody Monchy le Preux, on the Arras battlefield, and west of Warneton, on the Messines battlefield, trench lines have been forsaken and fighting is being carried on day and night between large bodies of opposing troops lying out in the shell holes.

Some of these holes, blown by heavy-calibered guns, are really enormous craters, in which twoscore of men can establish and fortify themselves.

Shell holes lend themselves to quick conversion into machine-gun emplacements, and those ghastly weapons form the chief means of defense.

The offensive weapons in shell-hole warfare generally are hand grenades. Shell holes naturally are not easy targets for artillery, whereas fixed trenches can easily be photographed from airplanes and the heavy guns can almost at once be registered on them without any great difficulty.

The Germans in the last few days of fighting have shown a particular desire to cling to the shell holes as long as possible before retiring to their fixed lines in the rear. This is quite a change from their ordinary habits, for heretofore they have loved their deep dugouts in the trenches with a love that seldom brooks separation.

SHELLS CORN WITH HIS AUTO

Farmer Tells of Work Done by Twenty Horse Power Car With a Belt-Power Attachment.

"The recent reference in Farm and Fireside to the use of automobiles for doing farm work," says a writer in that paper, "leads me to give my own experience with a belt-power attachment. I bought it last fall and put it on my twenty horse power car.

"We ground corn and oats with it, also sawed wood and it worked finely. The engine had power to waste. Finally our new four-hole corn sheller arrived. We put it together, put on the belt and lined it up.

"I said, 'John, do you think it will pull her?' John said, 'I do not know; let us try.' I said, 'All right,' and so we started the engine going, slipped the belt on the pulley of the engine and the sheller speeded up right away. We threw in a scoopful of corn, and to our surprise it was gone. We threw in a hopperful, and in a few minutes we had fifty bushels of corn shelled. This was just for a test; the engine had power to spare.

"Since the first of last December we have shelled 40,000 bushels of corn, besides doing some jobs of wood-sawing."

Generosity.

"Is Biggins an expert gardener?"

"Yes. But he's too generous.—His own back yard is filling up with weeds while he wanders around telling the neighbors what they ought to do."

Overcoming Sorrows.

Unrequited love was given as the reason for the suicide of a pretty Japanese girl at Long Beach. No blame can justly be attached to anyone under such circumstances, but it is a pity that men and women might not more often have the strength to overcome such sorrows by a life of unselfish service to the world. "I loved a woman," says Whitman, "and she did not return my love—yet out of this love and this sorrow I have written these songs."—Los Angeles Times.