

SEVEN VESSELS SUNK SUBMARINE RUMORED CAPTURED BY CHASER

Germany's sea wolves are preying on commerce in the Atlantic Ocean. Just off the shores of the United States. They are known to have sunk at least seven vessels only a short distance off of sight of land off the Southern New Jersey shore.

It is feared that still other vessels have been sent to the bottom, as their movements have been reported at various times during the last fortnight by ships coming into port from southern waters.

Thus far only one life is known to have been lost in the sinkings. A majority of the vessels were sunk with bombs after their crews had been forced to take to the ship's boats.

NEW YORK, June 3.—The campaign of German submarines on the American Atlantic coast, according to reports received here up to a late hour today, has netted them at least one American passenger steamer and five American schooners.

These are the losses definitely known. Reports of other attacks, including those of two American tank ships and another passenger steamer, have come seeping in, and shipping men fear that the toll of losses through this German surprise attack will be added to.

The ships definitely reported as attacked were:

Steamer Carolina, from Porto Rico, with 220 passengers.

Schooners Edward H. Cole, Jacob S. Haskell, Isabel B. Wiley, Hattie Dunn and Samuel W. Hathaway.

The coastwise steamer City of Columbus, Savannah for Boston, with passengers, was added late today as another probable victim of the German sea raiders.

NEW YORK, June 3.—A wireless S O S call from the New York and Porto Rico line passenger steamer Carolina, saying that she was being attacked by a submarine, was received here today.

The Carolina, with 220 passengers aboard and 120 in her crew, was bound for an Atlantic port at which she is this afternoon 12 hours overdue.

Her wireless call for help was received at 7 o'clock last night. Shipping authorities estimated when attacked she was in about the same position as the schooner Edward H. Cole when that vessel was destroyed by a submarine.

The Carolina was commanded by Captain T. D. R. Barber. The S O S picked up by the navy wireless from the Carolina said the steamer was being shelled by the submarine.

The New York and Porto Rico Steamship company was advised this afternoon from Washington that the Carolina had been shelled by a submarine and that the passengers had taken to the boats.

WASHINGTON, June 3.—Atlantic coast naval stations were directed by the navy department today to send vessels to the assistance of the steamer Carolina in response to S O S calls saying she was being attacked by submarines. The S O S calls were received at the Arlington naval wireless station here.

CRUELTY OF GERMANS UNLIMITED—LATEST IS HELLISH MAN TRAP

PARIS, June 3.—The latest German barbarity consists of a man trap similar to a bear trap, discovered in No Man's Land by Corporal Leonardo Manser and Sergeant Victor L. Vaupel, United States engineers.

Corporal Manser, after bringing in the trophy to the trenches, told how he came to discover it. He said:

"We were in the trenches on the night of May 24 when Sergeant Vaupel and myself decided to go on a scouting party. We crept carefully over the top, making our way through the barbed wire entanglements and into one shell hole after another.

"After we got half way across No Man's Land my cane was jerked from my hand. Advancing a few steps, I stumbled on the trap, which had been released by the pressure of the cane. On examination I found the trap set to catch scouts, and chained to stakes in the ground. I loosened the chain and brought the trap to our trenches. The contrivance is three feet long and has jaws 18 inches wide with teeth two inches long. It is designed to give the victim great pain and make him call for help. This attracts his comrades, who become targets for a German machine gun's fusillade, which results in the annihilation of the entire party.

The trap is in the Paris Y. M. C. A. and will be shipped to America as a trophy.

WASHINGTON, June 3.—King George, while on a visit to the woolen manufacturing towns in Central England, has inspected several factories engaged in making cloth for the new standard suits for civilians.

He selected a length of brown standard cloth to be made into a 57-shilling suit for country wear.

No Authentic List of Missing From Transport Lincoln

WASHINGTON, June 3.—Four officers and 20 men are believed to be missing from the torpedoed American transport President Lincoln, the navy department was advised today by Vice-Admiral Sims.

The message, which said that no authentic list of the missing was yet available, did not specify whether the men were in the army or navy.

GEN. FOCH ENDORSED BY SUPREME WAR BODY

LONDON, June 4.—The Supreme War Council, which has had under advisement the entire war situation, has expressed in an official statement made public tonight full confidence in the outcome of the war, with the aid of the American forces.

Complete confidence in General Foch also is expressed and tribute is paid to President Wilson for his co-operation in the work of transporting and brigading American troops.

"The Supreme War Council held its sixth session under circumstances of great gravity for the alliance of free peoples," says the statement. "The German government, relieved of all pressure on the eastern front by the collapse of the Russian armies and people, has concentrated all its efforts in the west.

"It is now seeking to gain a decision in Europe by a series of desperate and costly assaults upon the allied armies before the United States can bring its full strength effectively to bear.

"The advantage it possesses in its strategic position and superior rail facilities has enabled the enemy command to gain some initial successes. It will undoubtedly renew its attacks, and the allied nations may be still exposed to critical days.

"After a review of the whole situation, the council is convinced that the allies, bearing the trials of the forthcoming campaign with the same fortitude they have ever exhibited in defense of the right, will baffle the enemy's purpose and in due course bring him to defeat. Everything possible is being done to sustain the support of the armies in the field."

SPENCE FIGHTS TO RETAIN HIS JOB IN GRANGE

SALEM, Ore., June 4.—(Special).—The question of the Non-Partisan League is the live issue in the opposition to the reelection of C. E. Spence, master of the State Grange. Master Spence is openly accused of having flirted with the Non-Partisan Leaguers and to have attempted to affiliate the Oregon State Grange with that organization.

Four resolutions declaring against the State Grange affiliating with the Non-Partisan League or other political organizations were introduced at the opening session of the state convention. These resolutions will come up as a matter of business tomorrow afternoon.

State Master Spence faces a heavy battle to retain his seat. J. J. Johnson, of Portland, is considered the strongest contender for the chair.

Mrs. Mary S. Howard, of Mulino, is called upon to put up a stiff battle if she is to retain her position as secretary of the Grange. Mrs. Winnie Barden has recruited a wonderful strength says those purported to be on the "inside" and many attending the annual session predict that Mrs. Barden will succeed the Clackamas county woman.

The interest on the opening day was registered mainly in the coming election. The question of providing sufficient salary for the Master so he may devote all his time to the work of the Grange was also made a special order of business to be disposed of tomorrow night.

LONDON, June 5.—Employment of women as aviators is intended by the British government, George H. Roberts, labor minister, declared in a speech at Sheffield. The minister said he believed women would make good aviators.

Rich Socialist on Trial Under the Espionage Act



Mrs. Rose Pastor Stokes of New York City, wife of the millionaire socialist, J. G. P. Stokes, convicted by the Federal Court in Kansas City on the charge of violating the Espionage Act in recent statements about the war. Mrs. Stokes was a poor girl of great ability who met and married Mr. Stokes several years ago. Both were socialists, but she has been more extreme.

TRAIN HIT HEAD-ON ONE KILLED AT OSWEGO

(Continued from page 1)

Direct responsibility for the head-on collision resulting in the death of Engineer Willard Knight near Oswego last Friday, was placed upon the crew of Southern Pacific Southbound train No. 231, by the coroner's jury in Oregon City Monday afternoon.

The jury found that Knight's death "was caused by a head-on collision between Trains 234 and 231, and the crew of 231 is responsible for the death of Willard Knight."

It developed at the inquest that regular train orders had been given Conductor C. M. Frederickson at Brooklyn, after pulling out of Portland and that he in turn had shown the orders to the other members of the crew as required. For some unaccountable reason, however, the orders were either misread or misinterpreted, and the crew gave the signal pulling out of Oswego without ever thinking that the northbound, which they were instructed to give the right-of-way, was steaming toward them only a few miles away. Within ten minutes after pulling out of Oswego the tragedy occurred.

It developed at the inquest that Engineer Knight set his emergency brakes before trying to leap from the train. It was also learned from the testimony of C. E. Erickson, fireman on No. 234, that two other members of the crew, besides Engineer Knight and himself, were in the cab at the time No. 231 swung round the curve. All jumped to safety except Knight, who was on the inside of the curve and was pinned beneath the wreckage.

Fireman Erickson said: "We had just finished some hard grade pulling, and were steaming along easily about 22 miles an hour. Brakeman Dickey and Earle were also in the cab with Knight and myself. Suddenly Knight threw on all the emergency brakes, and Dickey and Earle both called 'What's that?' That was the first intimation of trouble.

"Immediately I saw No. 231 swing around the curve less than 150 feet away. We all three jumped from my side of the car, and Knight attempted to jump from his but was caught in the wreckage. I was struck by the end of a plank but managed to crawl to safety. As I remember the trains met just as I struck the ground."

Attorney Day of the S. P., Attorney Williams, representing the Brotherhood of Locomotive Firemen, were present at the inquest and cross-examined the witnesses who were members of the two crews. District Attorney Hedges examined the witnesses also. The jury consisted of George Randall, H. C. Frisbie, Harry Greaves, C. C. Lageson, Ralph D. Miller, and Philip Kohl.

Coroner Ed Johnson swore the jury in Saturday. The funeral was held Sunday in Canby and was largely attended by the friends and relatives of the deceased.

Finding that the crew of freight train 231 failed to observe running orders in not waiting at Oswego to pass train 234, Portland bound, the board of inquiry of the Southern Pacific system has fixed the responsibility for the head-on collision two miles west of Oswego, Friday, which resulted in the death of Engineer W. W. Knight, on the Portland-bound train, and serious injuries to Engineer Walter Davis, of the south-bound train. The findings of the board state:

"It is the opinion of this board that Conductor C. M. Frederickson, Engineer Walter Davis and Fireman C. R. Oakes, of train No. 231, are responsible for the accident on account of their failure to wait at Oswego for train No. 234, and that Brakeman W. G. Bell, E. A. Culp and H. F. Thompson, of the same train, were negligent in not asking Conductor Frederickson for the orders, so they might read them and be familiar with their contents."

The board of inquiry was composed of F. L. Burckhalter, superintendent; F. E. Cavender, master car repairer, and H. M. Hull, division engineer, of the Southern Pacific; C. E. Preston, salesman of Lang & Co., and H. P. Coffin, chairman of the public safety commission.

CONVICTED GIRL CALLS FOR LOVER WHOSE WIFE WAS MURDERED BY HER

WAUKESHA, Wis., June 3.—Grace Lusk was raving in her cell today, and her cries were for Dr. David Roberts, her lover of other days, whose wife she killed, and for which crime she was yesterday convicted of murder in the second degree.

"I love him! I love him! Bring him here! I want him! Oh, God, how I love him! Let me kiss him!"

Then a low moan: "Can't you people understand? I love him—how my heart-cries for him."

Two nurses in the cell are closely watching the tossing figure on the cot.

When Grace Lusk roused herself today from a sleep induced by opiates, she moaned: "I don't want to live! I don't want to live!"

U. S. SHIPS SIDE BY SIDE WITH BRITISH

NEW YORK, June 3.—The United States now has a large number of first-class battleships "preparing side by side with the best ships of the British navy, which is expected to occur at any time with the German fleet," according to a statement made in an address here tonight by Rear-Admiral Albert Gleaves.

"I am going beyond the border line of secrecy," declared Admiral Gleaves, "when I say that a few days ago there came an alarm to the heads of the British navy that the German battleships were about to come out for the expected engagement on the high seas. 'I know that the British navy heads gave the first-class American battleships a post of honor in preparation for the attack.'"

RECOUNT OF VOTES MAY BE ASKED BY JUDGE THOMAS F. RYAN

SALEM, Ore., June 3.—(Special).—Judge Thomas F. Ryan of Gladstone, who apparently is defeated as Republican candidate for State Treasurer by Labor Commissioner O. P. Hoff, may demand a recount of the ballots after the final returns are officially tabulated. He declined to make any statement today definitely as to what he intends to do.

"My friends in Clackamas county are urging that a recount be had because of the closeness of the returns," stated Judge Ryan. "However, I am undecided as to what course I will pursue and will have no statement to make until after the official count is finally prepared and tabulated by the proper officials."

On the face of the returns Hoff is a winner by 118 votes. This includes all of the counties received at the State Capitol but one and the official count of Multnomah county as prepared by the County Clerk there, but not yet checked over by Secretary of State Olcott.

Indications point to the fact that these figures will be substantially unchanged when the final official tabulation is completed.

There has been some talk about the State Capitol corridors that Judge Ryan may be considered as a possible contender as an independent, owing to the closeness of the results, but no such statement has been authorized by him and whether or not he even contemplates such a move is not known.

The result of the vote has been hedged in doubt ever since the primary election and has been for several days an all absorbing topic of interest about the capitol.

If a recount is attempted just how it would be handled is not known, but from the nature of the returns it probably would be necessary all over the state. With six candidates in the field a recount would indicate some peculiar complications, as errors in votes might not lie strictly between Hoff and Ryan, as neither one of the candidates might pick up a few or lose a few, for one or two other candidates beside the two who have a chance at the place and as a result differences might be slight in the final result, if any were discovered.

LARGE SUM WILL BE SPENT IN CLACKAMAS COUNTY ON PLANTS

SALEM, Ore., June 3.—(Special).—Improvements aggregating \$1,550,000 are contemplated in Clackamas county by the Portland Railway, Light & Power Company, according to a statement issued today by State Engineer John H. Lewis.

In the statement coming from Mr. Lewis' office today the improvements proposed are outlined as follows:

John H. Lewis, State Engineer has approved the application of the Portland Railway, Light & Power Company for the construction of the Timothy Meadow Reservoir on Oak Grove Creek in Clackamas county for the storage of 40,000 feet of water. This project involves the construction of a dam 80 feet in height and 442 feet in length and will cost approximately \$300,000.00.

Mr. Lewis has also approved the application of the Portland Railway, Light & Power Company for the appropriation of 667 second feet of stored water together with the water of the Clackamas River for the development of 10,000 horsepower. This development will involve the construction of a flume four miles in length which together with the power plant will cost approximately \$1,250,000.00.

United States Sets New World's Record Ship Construction

WASHINGTON, June 3.—Establishment by American shipbuilders of a new world's record in warship construction was announced today by Secretary Daniels.

The feat was performed in the launching yesterday at the Mare Island navy-yard, San Francisco, of the torpedoboat destroyer Ward 17 1/2 days after the keel was laid.

DEFECT IN RUSSIAN GOVERNMENT Collapse of Government Was Not Caused By Sellout to Germans

The first of five special stories on Russia published in The Enterprise by arrangements with The Chicago Daily news.)

DEFECTS OF THE KERENSKY GOVERNMENT

MOSCOW, Russia.—Three years ago visionaries in the allied nations dreamed that Berlin would fall before the Russian steam roller. Today the same visionaries, now pessimists, condemn Russia as a quitter among the nations, not seeing in this vast country a future aid in the world war for democracy. The majority of newspaper readers in the allied countries probably suspect or believe that the Russian soviet government sold out to Germany and that the soviet leaders are paid agents of the Kaiser. These are equally fatuous ideas.

False interpretations of facts and rumors that are cabled to the various allied countries regarding the revolution have confused and misled many students of political movements, whose judgment of the situation has been accepted as final. Thus there exists a tendency in the allied countries to abandon Russia as a hopeless liability, such action being excused by frequent reiteration of the theory that the soviet leaders are German agents.

In the last six months no definite policy toward Russia that might have been adopted by the allies would have changed Russia from a bad liability to a substantial asset. Now six months of disastrous revolutionary adventure have put a new complexion on the situation.

Aroused by German Duplicity

We in Russia who are actually in contact with the soviet government discern the possibility of Russia's again becoming a contributing member of the allies' coalition. We see the soviet government a real power with a firm grip on the internal situation. We see the soviet government furious because of the shameful peace Germany forced upon it. We see the soviet's growing resentment against Germany. We feel the sentiment of the Russian people harden against Germany. We see this resentment crystallizing in Russia's effort to create a revolutionary army and the hurried evacuation of munitions to depots beyond the Volga in preparation for the expected resumption of German attacks.

Above all, we feel the new revolutionary spirit demanding war against Germany, which spirit is the direct result of the growing conviction of the Russian masses that Germany means the existence of free Russia. We realize that the Russian debacle was a catastrophe to the allied and that it prolonged the war. This is ample reason for assisting Russia to recover some of her lost prestige.

How much the allies may expect of Russia depends entirely upon two things:

First, how well we foster the spirit of resentment against Germany, and, second, how efficiently and materially we aid the soviet government in its effort to put Russia on a war basis.

The Russian situation, when one views the possibilities it is likely to have and the interest it will excite among the allied peoples in the next few months, is such that I feel the necessity of outlining the conclusions drawn by the controlling group representing the allies in Russia from the teachings of the last seven months of Russian history. Save for insignificant exceptions, American diplomatic and military representatives indorse the main ideas expressed in the series of cable dispatches that I am sending to The Daily News, of which this is the first.

Faults of the Kerensky Government

When the American missions began cooperating with Alexander Kerensky two glaring facts were disclosed in the provisional government.

First, that government was built on the foundations of the old regime. This meant that the new socialistic order was trying to utilize the bars of bureaucracy.

Second, the provisional government was utterly unable to organize the country's food supply. Although American investigation proved that Russia had sufficient food to feed herself, the cumbersome routine of the autocracy proved too inelastic to meet the demands of the revolution. Wherever Kerensky turned he found hostility; whatever he tried to do met with passive resistance, which was as effective as active opposition.

Old Bureaucracy Fought Kerensky

The allies' military and technical units complained of lack of progress. A member of the American railway mission said: "We cannot help the Russians if they will not help them-

selves." Kerensky's government stirred up the inertia of the old regime, but the machinery was slowing down. The inability of the provisional government to handle the food situation was largely due to the rottenness of the governmental mechanism, and it furnished all of Kerensky's enemies with a common target for attack. Extensive co-operation was necessary, but the corrupt bureaucracy did not respond to Kerensky's efforts.

Kerensky's position was made more difficult by the war speculators. The American mission found the food prices entirely disproportionate to the cost of other commodities. Prices of manufactured articles were inflated to ten or a dozen times the normal prices, while the price of food was arbitrarily decreed at thrice its normal value. Result: The peasants refused to exchange foodstuffs for currency because of the distortion of the normal relative values. They preferred to barter grain for absolutely needed manufactured articles, hoarding their surplus grain.

Shorn of Power by the Soviet

If Kerensky had actually possessed the power he might have oiled up the old machine and solved the food difficulty. But Kerensky was without power. The soviet had snatched it. Visible at every turn, alternately leading and frustrating the provisional government, was the soviet. It was virile and active although as yet openly unobstructive. The soviet's power was the direct result of a gigantic propaganda that had already won over with time-worn formulas large groups of soldiers and the peasant masses.

Whenever Kerensky's duma moved it encountered the solid substance of the soviet power. A clash invariably resulted and the soviet invariably won.

Then America entered the game. This was in August.

American Red Cross at Work

American sent a Red Cross mission to Russia which, under the force of circumstances, erected itself into a political mission. This unofficial effort mitigated the mistake which all the allies made regarding the new Russia. For purposes of war the various allied nations selected as their representatives in Russia men who through temperament and training were fitted to work in harmony with the czar's autocratic regime. The revolution came and practically none of these representatives was replaced by a man more in tune with the situation. The old representatives of the allies were as much out of sympathy with the new socialistic order as were the supporters of the overthrown autocracy.

The American Red Cross mission—now almost wholly a political mission—realized that when the czar fell the fundamental bond of Russian life was lost and there existed no common unity of patriotism to hold Russia together. The Russian people lived for the czar and warred for the czar. The ideals of patriotism crystallized in the czar's person. Some new bond was essential. It was necessary to create patriotism or something representing patriotism. Throughout Russia were scores of groups acting individually with no apparent desire for cohesion.

Vision of the American Mission

The American mission believed that attempts to re-establish the old bond were foredoomed to failure, because under it only about 6 per cent of the population had a real stake in the nation, while since the revolution 90 per cent had tasted freedom and ownership. There existed a solid mass of 15,000,000 soldiers against the re-establishment. Thus the Korniloff, Kaledines and Alexieff moves were destined to failure, although this was better realized after a few bitter experiences.

Russia's need of a new bond suggested to the American mission a definite course of action—namely, amalgamation and continued co-operation of the political and military elements of the new Russia as a preliminary essential; then the inauguration of a vast educational campaign seeking to create a new patriotic unity in an ideal of "a free Russia, land for the peasants, freedom and firesides." Nothing could be done without the coalition of the military and political elements, which had been growing more estranged. Consequently the Korniloff plot was hatched.

Leaf from the French Revolution

The plan interested the American mission. The Korniloff-Kerensky amalgamation was first to solve the food problem, which furnished the main basis of attack against the Kerensky government, and then co-operated in educating the soldiers and peasants as to Germany's true character. It was

hoped that the effort would culminate in the creation of a Russian revolutionary army, the counterpart in spirit of the French revolution army.

FRANCE STRANGE COUNTRY SAYS JOHN DAMACH

Mrs. W. B. Shively, of this city, is in receipt of a letter from John Damach, son of Mr. and Mrs. Damach of this city. He is with Company A, 116th Engineers, and was one of the first young men of Oregon City to arrive in France.

The letter, which contains many interesting notes, is as follows:

In France with American Expeditionary Force.

"Dear Mrs. Shively:

"I have thought of you as well as of the little kind things that you have done for me, and I believe you might enjoy hearing a word from me.

"I must tell you that I am, and have been from the time I enlisted, in perfect health. I eat heartily, work hard as well as enjoy all the new and strange things about me.

"Today I thought how different France is from America. Having French been and talked with a great many French people, and having seen several cities, I realize how different it is.

"Today a sergeant friend and I visited an old chateau, said to have been built in the eleventh century. The old boat and drawbridge, and several dungeons as they have been from its beginning. We also visited a cathedral, built at the same time. This contained wonderful woodwork, absolutely the most beautiful church that I have ever seen. No wonder that these people are so religious just to go inside such a structure.

"We visited a school for the blind. The building was formerly a monastery, with beautiful art and with beautiful gardens surrounding it. It is marvelous how these blind people can sing. The blind instructor has the choir so well trained that the members sing some very difficult music.

We sat for an hour listening to these voices. Each pupil is trained to read and make his own text book by perforating paper. They are also trained to make useful articles. The woman having charge of the school could speak broken English, so she explained many things to us. On leaving the place, she handed me a piece of paper, upon which was written in pencil and perforated letters, and read as follows: 'The pupils of the institute thank you for your visit.' Wasn't that fine?

"I hope that when you see my mother you will tell her that you heard from me, and please try to eradicate any worry, which she has, for I am well fed, well clothed, and well housed, any worrying about me is a very foolish thing. I really am enjoying it all, and it is a great experience for anyone.

"I should like to hear how you are getting along.

"Yours very truly,"

CORPORAL JOHN DAMACH,
Company A, 116 Engineers, A. E. F., France.

Aviatrinx Beat Speed Demon in Two-Mile Race At Saginaw

SAGINAW, Mich., June 3.—Ruth Law, aviatrix, defeated Louis Dabrow in his racing car in a two-mile match race over a half-mile dirt track here yesterday, finishing 10 yards in the lead. No time was given. The airplane maintained a position 30 feet above the ground during the entire race.

UNCLAIMED LETTERS

The following is a list of unclaimed letters at the Oregon City postoffice for the week ending May 31, 1918.

Women's list—Mary Cox, Susanah Edwards, Mrs. John Fisher, Ola Fisher, Mrs. Julia Foster, Miss Edith Freeman, Mary Gardner, Meda Hytte, Mrs. Ida Jennings, Marma Maddax, Elma E. Mills, Mrs. Cathern Morse, Helen J. Muller, Mrs. Myrtle G. Sanders, Mrs. S. Sederlin, Mrs. Elizabeth Sharkey, Bertha Robinson, Mrs. J. C. Taylor, Nellie A. Truitt (2), Mrs. M. Whitcomb.

Men's list—Geo. A. Atterbury, (3), R. E. Rurr, P. A. Derham, Thomas Foster, Russel Fry, Dick Jones, Lewis Martin, Wm. R. May, Clyde E. Mayfield, N. H. Marks, Thad Mundell, Mr. Figueroa, O. E. Smith, J. Tietge, Wm. E. Truitt, Raymond Wilson, Charles W. Wilson.

MILWAUKEE Wis., June 5.—Dr. David Roberts, for the murder of whose wife Grace Lusk was found guilty, was arrested last night at Waukesha and brought here on charges of illegal relations with his wife's slayer.

**Uncle Sam will lend Him
Real GRAVELY Chewing Plug
in a Pouch from You**

The U. S. Mails will reach any man in Uncle Sam's Service. When you send him tobacco, let it be good tobacco—tobacco worth sending all that long way—the flat, compressed plug of Real Gravelly.

Give any man a chew of Real Gravelly Plug, and he will tell you that's the kind to send. Send the best! Ordinary plug is false economy. It costs less week to chew Real Gravelly, because a small chew of it lasts a long while.

If you smoke a pipe, slice Gravelly with your knife and add a little to your smoking tobacco. It will give flavor—improve your smoke.

SEND YOUR FRIEND IN THE U. S. SERVICE
A POUCH OF GRAVELLY

Dealers all around here, carry it in 10c, 25c, 50c, 75c, 1.00, 1.25, 1.50, 2.00, 2.50, 3.00, 3.50, 4.00, 4.50, 5.00, 5.50, 6.00, 6.50, 7.00, 7.50, 8.00, 8.50, 9.00, 9.50, 10.00, 10.50, 11.00, 11.50, 12.00, 12.50, 13.00, 13.50, 14.00, 14.50, 15.00, 15.50, 16.00, 16.50, 17.00, 17.50, 18.00, 18.50, 19.00, 19.50, 20.00, 20.50, 21.00, 21.50, 22.00, 22.50, 23.00, 23.50, 24.00, 24.50, 25.00, 25.50, 26.00, 26.50, 27.00, 27.50, 28.00, 28.50, 29.00, 29.50, 30.00, 30.50, 31.00, 31.50, 32.00, 32.50, 33.00, 33.50, 34.00, 34.50, 35.00, 35.50, 36.00, 36.50, 37.00, 37.50, 38.00, 38.50, 39.00, 39.50, 40.00, 40.50, 41.00, 41.50, 42.00, 42.50, 43.00, 43.50, 44.00, 44.50, 45.00, 45.50, 46.00, 46.50, 47.00, 47.50, 48.00, 48.50, 49.00, 49.50, 50.00, 50.50, 51.00, 51.50, 52.00, 52.50, 53.00, 53.50, 54.00, 54.50, 55.00, 55.50, 56.00, 56.50, 57.00, 57.50, 58.00, 58.50, 59.00, 59.50, 60.00, 60.50, 61.00, 61.50, 62.00, 62.50, 63.00, 63.50, 64.00, 64.50, 65.00, 65.50, 66.00, 66.50, 67.0