

# ONCE SPLENDID FLEMISH CITY NOW SMOULDERING RUINS

WASHINGTON, D. C., July 1.—Among the European towns that were before the war, but which a long-continued hail of shells and explosives have swept away, is Dixmude, a month's-long center of the Flanders' battle theater. This city, as it was in 1914, is described in today's National Geographic society statement:

"Dixmude, the melancholy little village of yesterday and the ruins of today, was once a brave, wealthy merchant city, with more than 30,000 inhabitants. In the days of its prosperity it was a port for large ships and the products of many countries filled its warehouses. In those days it was a strongly walled and bastioned city, and its well-trained citizen soldiery knew how to uphold the honor of their thriving port upon the sluggish Yser. The German invaders, however, found no evidences of the old-time walls and fortifications, nor of any Yser quays.

### Was Decaying Village

"Dixmude just before the war hastened the final process of its obliteration, was a decaying village of 1100 people, with grass and weeds growing in its sleepy streets and in its large grand square, that square roomy enough to hold in comfort a mass meeting of twice the town's population. This large square, the splendid church of St. Nicholas, that stood upon it, and some solid, old, stone houses, lining the crooked streets, remained to bear testimony to Dixmude's earlier importance.

"Much of the city's splendor was wiped out by the soldiers of Ghent and Bruges in the middle of the sixteenth century. During 1553, enemy troops burned 300 homes, the palatial guild and corporation halls and the chateau at Dixmude. Its walls and palaces of its merchant princes were destroyed long before the present war.

### Blinded Finches Sing

"When Dixmude became one of the key positions in the Flanders campaign it was a substantial, quiet village. The martial and mercantile fame of the town had sped. Its chief renown was that of its superior butter and eggs, and that of the singing, or, better, trilling competitions of its blind finches. The natives snared these shy birds, and, that they might sing undisturbed by the presence of onlookers, they were blinded by the searing of their eyes with hot irons. These singing competitions between the birds were held on holidays, and money prizes were distributed for the sweetest trilling. Accomplished birds often brought their owners large sums. More than 1000 trills in one hour by one of these sightless little finches was a Dixmude record, and as proud a one to the burghers there as is a baseball pennant in an American city.

"The town was mediaeval in appearance. Many of the houses had windows screened by heavy, rust-eaten iron bars and heavy, one-piece wooden shutters. Some of them were very ancient, and thus valuable memories of Europe's struggles. St. Nicholas' church, an imposing structure with a Gothic tower, was the town's principal boast, and its interior contained some exquisite ornamentation work, patterns carved in stone as delicate as rare, handmade lace. The altar screen was prized as one of Europe's marvels."

# BRITISH AVIATOR BY RUSE DESTROYS GERMAN AEROPLANE

PARIS, July 1.—A ruse by which he destroyed a German aeroplane near Ypres is described by Michael Helson, a British aviator, in the Journal. The battle took place nearly 6500 feet in the air.

"When the enemy machine sighted me it immediately took to flight," said Helson. "I dashed off in pursuit. About ten minutes of rapid flight I came out with him and flew above him. The duel began at once.

"After fighting for some time without result I adopted a stratagem which I have always found successful, and let my aeroplane dive almost perpendicularly. The German aviator, believing I had fallen, also descended in a gliding flight. I then righted my machine and shot above him at a distance of about only fifteen feet. Then we resumed the duel. One of my shots hit the gasoline tank of the aeroplane and the machine burst into flame, crashing to the earth. Pilot and observer both were killed."

# GERALDINE FARRAR MUST MAKE GOOD IN MOVIES AS ACTRESS



Geraldine Farrar

LOS ANGELES, Cal., July 1.—When Geraldine Farrar, famous prima donna, appeared in the title role in the opera "Carmen" at the Metropolitan opera house in New York she had to aid her:

A wonderful voice and beauty. Perfect stage setting.

An accompaniment of a well-trained orchestra.

When Geraldine Farrar appears before the movie camera to enact the final scene in the opera "Carmen" at the Stadium here next month she will have:

No opportunity to thrill with her wonderful voice.

No stage setting.

No orchestra.

A background of thousands of spectators, their plaudits for an accompaniment.

And her beauty.

A \$5000 concern in the open air and for nothing.

That is the way Miss Geraldine Farrar, world famous prima donna, affords unconsciously every day.

It happens that Miss Farrar is enjoying the air in the garden of her temporary home at this city.

For her wonderful voice must be kept in training and her vocal exercises are taken outdoors.

Miss Farrar's only pastime is her automobile, in which she takes daily spins.

She has hidden herself away, refusing all social entertainment.

The first public appearance of the famous prima donna, it is planned, will be when she will enact scenes in the opera "Carmen" before the movie camera at a ball fight staged by the 1915 general committee at the Stadium, July 4, 5, 11 and 12.

announced that ever since the supreme court decision had been promulgated, he had been giving careful consideration to the question which it presents, and that in a few days he would announce a plan for solving it which he believed would protect the interests of the state and at the same time be fair to the railroad company.

# WIFEMURDERER SENTENCED TO DEATH

# WIFE MURDERER SENTENCED TO DEATH

LONDON, July 1.—A verdict of guilty was brought in by the jury today in the case of George Joseph Smith, charged with the murder of three of his wives. It has been alleged by the crown that Smith had killed his wives while they were in their baths and had collected insurance money on their lives. Smith was sentenced to death.

# RAILWAYS AID GERMAN RUSHES UPON RUSSIANS

WASHINGTON, D. C., July 1.—Effective railway mileage has played a potent part in the winning of modern battles. The Russians have not only had well-equipped, well-trained men to deal with in the eastern war theater, but, also, a wonderful strategically invaluable net of railways. The German railways have been instruments of first importance in every Russian defeat. On the western front, where the fighting has been more stationary, the highly developed railway system of Germany meets the equally highly developed system of France. How well France and Germany are prepared to meet the emergencies of war transportation as compared with the other belligerents is shown in a recent bulletin issued by the National Geographic society. The bulletin reads:

"The total length of the railways of the world is about 750,000 miles, of which considerably more than four-fifths falls to the continents of Europe and America. The United States leads all the other nations of the world in the total of its railroad mileage, though it is proportionately behind some of them. Belgium, now back of the invaders' lines, is one of the best supplied territories in the world for rail communication, and the railways of Great Britain, Germany and France are equal to almost any strain that a war traffic may put upon them.

### Network of Lines

"Europe possesses more than 212,500 miles of railway lines, of which about one-third falls to the share of the central German powers, the German empire and Austria-Hungary. Germany, with its 210,000 square miles of area, has about 40,000 miles of rail line, while France, with its 208,000 square miles, has 32,500 miles of trackage.

"Russia and Finland, together, with a total area of 2,095,616 square miles, or very nearly ten times the size of Germany, has a railway mileage slightly less than that of Germany. In great part, the Russian railways are far-flung trunk lines, and the Muscovite land nowhere has anything corresponding to the interweaving railway nets of Germany and France. This lack of railway facilities has been one of the disadvantages that the Russians have had to overcome during the present war.

### Frontier Rail Fringe

"Among the other countries of Europe, Italy has some 11,250 miles of railroad, so laid down as to bind almost her entire frontier by a rail line fringe; Spain has about 10,000 miles of track; Great Britain and Ireland have 24,000 miles, and Austria-Hungary has a total mileage of about 28,000.

"The United States has about one-third of the total mileage of the world. There are 65,000 miles of railway on the continent of Asia, about 26,000 miles on the continent of Africa and 21,000 miles in Australia. Japan, with Korea, has only about 6500 miles of railway, and China has a mileage which totals about the same.

# 18 Dozen Waists

Bought Specially for this White Sale and priced considerable less than regular at \$1.25, \$1.98, \$2.45



# A Mid-Season Sale of Waists that Are Real Values



WORTH TO \$2.00 Concerned in this lot are Waists of a dozen kinds, long sleeve or short sleeve, low or high neck, in cotton or silk, all sizes and a generous selection to choose from, at \$1.25

WORTH TO \$3.50 Silk Waists you wouldn't think could be sold less than \$3.00, shown in plain crepe de chine or stripe tub silk, a waist that will wash like cotton, any size you want, at \$1.98

DOMESTICS AT A SAVING Sheetings, Tubings and Muslins in all the most wanted widths, also made-up sheets, cases and a variety of Bed Spreads to choose from.

REGULAR 25c POPLINS A cloth you always expect to pay 25c for, and well worth it; used mostly for present-day needs, in middie blouses, boys' wash suits, ladies' dresses and skirts, at 19c

THE DAYLIGHT STORE. COOLEST STORE IN THE CITY. THE MAY CO.

Ladies' Home Journal Patterns. Gossard and Nemo Corsets. Wayne Knit Hosiery.

### MUSLIN UNDERWEAR

Everything that is embraced in the department included in this white sale—gowns, combinations, corset covers, chemise and slips—ALL REDUCED.

### PARASOLS AT 1/2

Shades that were received this season in the newer shapes and colorings, about two dozen left to choose from, sold regular \$1.75 to \$7.50—ONE-HALF PRICE.

"The railways of Germany, France and Austria-Hungary have been developed with considerable attention to their value in times of war. This feature of railway development has been especially prominent in Germany, where the state has presided over the growth and destinies of steam line communication. Several great trunk lines traverse Germany from her western to her eastern frontier, and these lines are prepared to bear almost any strain. Along the French border an all-inclusive network of railroad has been laid, while German railway lines parallel the

Russian frontier, and receive feed-lines from all parts of the empire."

Said the endman in the minstrels: "I will now sing a very pretty little ditty entitled, 'I didn't raise my Ford to be a jitney.'"

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- Electric Tail Lamps . . . . . \$1.25
- Electric Tail Lamp with license bracket \$1.50
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# C. E. GATES

This ad if presented at the Star Theatre on Tuesday or Wednesday, July 6th or 7th will admit bearer free.



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