

You've hit the right tobacco

when you fire-up some Prince Albert in your old jimmy pipe or in a makin's cigarette. And you know it! Can't get in wrong with P. A. for it is made *right*; made to spread-smoke-sunshine among men who have suffered with scorched tongues and parched throats! The patented process fixes that—and cuts out bite and parch. All day long you'll sing how glad you are you're pals with



PRINCE ALBERT

the national joy smoke

You take this testimony straight from the shoulder, men. You can smoke a barrel of P. A. without a kick! It hands out all the tobacco happiness any man ever dreamed of, it's so smooth and friendly. It's a mighty cheerful thing to be on talking-terms with your pipe and your tongue at the same time—but that's what's coming to you sure as you pin your faith to Prince Albert!

R. J. REYNOLDS TOBACCO CO., Winston-Salem, N. C.

Local News

Friday's Daily.

Mrs. E. C. Hill and son, Roscoe, and the daughter, are visiting for a short time in Plattsmouth, Neb., with relatives.

Mr. J. Hennings and family motored this morning from their home in Plattsmouth to visit for a short time in Lincoln, after spending the holidays here.

Miss Helen Spire of Red Cloud, Nebraska, arrived last evening on No. 2 to visit for a few hours in this city at the home of her aunt, Mrs. J. C. Claus and family.

A. C. Carey and wife departed this morning for Tekamah, Neb., where they will visit for a short time in that city with Will Baker and family and enjoy a New Year's outing.

P. T. Becker drove in this morning from his farm home and departed on the early Burlington train for Omaha, where he will visit for the day looking after some matters of business.

Miss Marie Hiber departed this morning on the early Burlington train for Beatrice, Neb., where she will enter upon her work Monday as a teacher in the public schools of that city.

L. G. Meisinger drove in from his farm home this morning to attend to some business matters, and called at this office and had his subscription to the Daily Journal extended for another year.

R. R. Miles, an old-time Plattsmouth boy, at present located at San Francisco, where he is engaged in the railroad telegraph service, came in last evening on No. 2 for a short visit here with old friends.

George A. Meisinger of Mynard was attending to some business matters in this city Tuesday and took time to call at this office and have his subscription to the Daily Journal extended for another year.

Consul Skinner first reported "nearly all on board perished." In a later dispatch he said four life boats escaped.

Regardless of whether American lives were actually lost, the mere jeopardizing of Americans, and especially a diplomat, compels this government's official intervention.

Ignorance of the submarine's nationality presented complications. Unless cleared up inquiries will be made to both Germany and Austria. Austro-German embassies were silent tonight.

They refused to comment, in absence of information from their governments save to indicate the belief there must be some mitigating circumstances favoring the submarine commander.

Failure of British reports to say the attack upon the Persia was unwarned raised some hope at the state department. Had no warning been given, it was argued, that fact would have been among the first stated, and emphasized in dispatches passed by the British censor.

Reluctant to Doubt. Administration officials also most reluctant to believe that the Persia was torpedoed in the Persian Gulf. Because the Persia was a British liner, it was believed that the British government would not have allowed it to be sunk without making it known.

London, Jan. 1.—The Persia, of the Peninsular and Oriental company, was torpedoed in the Mediterranean sea last night with large loss of life and property.

The fate of two passengers is unknown. The liner carried 230 passengers, including eighty-six women, six children and a crew of 200. Only four boats were believed to have been rescued.

Officials said tonight that the capacity of each of the boats is sixty. In the safety they believe

NEW CRISIS COMES TO U. S. ON NEW YEAR'S

Sinking of the British Steamer, Persia, Carrying American Consul, Matter of Gravest Concern.

MANY PASSENGERS ARE KILLED

Washington, Jan. 1.—The most dangerous crisis in this country's international relations that has arisen since the von Tirpitz undersea campaign was launched one year ago, may develop from the sinking of the British liner Persia in the Mediterranean today.

Upon a single question hinged tonight the gravest possibilities. This was:

Did the Persia receive and ignore warning from the submarine which torpedoed her near Alexandria, Egypt?

Startled by the sinking of the Peninsular and Oriental liner, official Washington tonight suspended judgment and withheld comment until complete reports give exact circumstances of the disaster.

Meager, preliminary reports from American Consul General Skinner at London reporting the Persia's loss, with American Consul Robert N. McNeely, of Aden, Arabia, and at least one other American, Charles H. Grant, on the passenger list, aroused the most serious apprehension.

Relief Is Shattered. Jubilation of officials over entering the new year with Austria's complete compliance in the Ancona case was shattered. Instead, official Washington spent the holiday with feelings of grave apprehension.

President Wilson was kept in close touch with developments all day by Secretary Lansing. Every item of information was forwarded to him at Hot Springs.

All American officials aboard were ordered to rush any and all information regarding the Persia. The report from Alexandria particularly is desired. If Consul McNeely survived, of course his statement will be of highest value.

Two courses of action, upon the basis of present information, lay open to the administration. If the Persia was torpedoed without warning, an ultimatum to the offending nation is expected. If the Persia ignored warning, thus forfeiting immunity, and attempted to escape by flight, protest will follow to the British government.

The state department was without details regarding the number of persons lost on the Persia.

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forty or fifty persons succeeded in entering each boat.

Admiralty dispatches tonight said Lord Morsey and his son-in-law, Col. Cleveland Bingham, were aboard the Persia and were saved.

Two Americans Aboard. The two Americans aboard the liner were Robert N. McNeely, of Monroe, N. C., recently appointed United States consul to Aden, Arabia, and Charles H. Grant, of Boston, a salesman.

Edward Rose, of Denver, Colo., who boarded the Persia here, is believed to have left the boat at Gibraltar.

The Persia was sunk southeast of the island of Crete while enroute from London to Bombay and while approaching Alexandria. The nationality of the attacking submarine had not been reported to the admiralty tonight.

Because of the possibility that a new submarine crisis now confronts the United States the American embassy and consul were making every effort tonight to learn the circumstances preceding the attack. Both the admiralty and officials of the Peninsular and Oriental company, however, reported that they had only meager details.

Whether the Persia was sunk without warning or whether she sought safety in flight—details of the greatest importance to the American state department—probably will not be known until the survivors reach Alexandria.

Equipped With Boats. The Persia is believed to have gone down within a few minutes after she was torpedoed. She was well equipped with life boats, officials stated. Only a wild panic, they said, or rapid sinking could account for the fact that only four boats got away from her sides with survivors.

Positive announcement was made by the ship's owners that she carried neither soldiers nor war materials. It was stated, however, that she was carrying heavy British mails for the far east.

A few British officers were aboard, it was said, but they were traveling as civilians. Among the well known persons who took passage here for Bombay was Lord Charles William Montague, partner in the brokers' firm of Montague & company, former officer in the Yeomanry cavalry and enroute to India to assume a government post.

Only last night announcement was made that King George had honored Lord Montague with the decoration of the star of India in recognition for his services in the war.

It is possible other Americans may have been aboard the torpedoed liner. Officers of the steamship company were preparing copies of the passenger list tonight.

This was being done under great difficulty because about seventy-five persons took passage at Marseilles and their names were not received at the offices here.

Hindus in Crew. A large part of the crew were natives of India and Far East. The Persia was in command of Captain H. S. Bradshaw and her officers were British citizens. She was built in 1900, displaced 7,974 tons and excepting the Lusitania and Arabic, was the largest British liner ever sunk by a submarine. She was the first large British steamer torpedoed in the Mediterranean.

The Persia sailed from London for Bombay December 18, stopping at Gibraltar and arriving at Marseilles on December 26. She took on a number of passengers at Marseilles and left the French port on last Sunday afternoon. She was last reported in a wireless to her company's offices here on Tuesday.

Dispatches to the admiralty indicate she was sunk within 100 or 200 miles of the spot where the French liner Ville de la Ciotat was torpedoed with a loss of eighty lives on December 24.

An Austrian submarine sank the French steamer and it is possible the same undersea craft, lying in wait for vessels approaching the Suez canal, also attacked the Persia.

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Seat sale Thursday 9 a.m. at Weyrich & Hadraba's

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Eton schoolboy, who formerly lived in Denver. He was adopted by Mrs. Eddy-Smith of Oxford, Eng., and made heir to the bulk of her \$11,000,000 estate when she died. He retained his American citizenship, however.

Young Rose left London on the Persia to spend the holidays with his father in southern Spain, and is believed to have left the ship at Gibraltar.

Constipation and Indigestion.

"I have used Chamberlain's Tablets and must say they are the best I have ever used for constipation and indigestion. My wife also used them for indigestion and they did her good," writes Eugene S. Knight, Wilmington, N. C. Obtainable everywhere.

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It will pay you to investigate before buying

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The cheapest priced wagon is the one which will save you the most money—and there is far more than the first cost to be taken into consideration with most wagons. But with "The Old Reliable Peter Schuttler" it's different. With it, the first cost is practically the only cost. It's built right and right. It saves repair bills; it avoids break-downs; it reduces the purchase expense—and it wears longer than any other wagon built.

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Also Newton and Weber Wagon Steel Wheel Truck Wagons, \$23.50 up. Wagon Boxes, \$13.50 up. An extra set of wheels at \$18.00.

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