

# IN THE LIMELIGHT

## PLANS READY FOR WAR



"The transportation division of the quartermaster corps of the army is not worrying over the present situation, as far as its own work is concerned," said Col. Chauncey B. Baker, who has charge of all such matters for the army, both on land and sea.

"We knew very well that if trouble came it would come with a rush, so four years ago we began to get ready for it, and, so far as our organization goes, all we have to do is to expand and we are prepared for that along the broadest lines.

whole country. The closer study the division made of this problem, the greater the difficulties seemed and the clearer became the need of the closest co-operation between the railroads and the quartermaster corps.

"The division began its work by seeking a careful investigation of the main lines of the country, and secured in this work the hearty assistance of the railroad managers. It now holds definite information of the capacity of every railroad and water transportation company in the United States to carry men and freight. It knows as well as the companies their resources in cars, engines, switches, trackage and men."

## NAVY'S BIG BOSS

The big boss of the navy is Admiral William S. Benson, chief of operations, the real head of the navy, saving always the presence of Josephus Daniels.

But Admiral Benson is something of a mythical character, hidden away in the great building at Washington, discussing, planning, theorizing, probably anxious to get into action but unable to do so. The trust of people along the Atlantic seaboard must be placed in Henry T. Mayo, commander of the Atlantic fleet, upon whom falls the burden of maintaining an efficient patrol from Maine to Florida. All the officially designated areas of danger must be carefully looked after by the vessels under command of Admiral Mayo and unguarded points along the coast where an enemy force might land and wreak some of their useless spite must be protected as well.

Guarding the long stretch of Atlantic coast line is a greater task than devolved on the British fleet in protecting the British islands, for while the actual coast line measurement there would nearly equal that of the United States Atlantic coast, a part of it, like the Irish sea, is practically a closed channel, and there are so many docks and yards near at hand that a vessel injured in an engagement could be readily taken to port for repairs.



## U-BOAT'S DAYS NUMBERED



The naval consulting board, composed of the best inventive brains in the United States, has been working for several weeks on devices for combating successfully the German submarine menace. It looks now as if the fact has been accomplished, though naval officers are not telling anything of value to the enemy about what has been done.

Chairman W. L. Saunders of the board has been in charge of anti-submarine invention experiments. This is what he said the other day: "The plan is based on a novel anti-submarine device or invention which is theoretically sound and which is a radical departure from any invention put into operation or heretofore thought of.

"Elmer A. Sperry, inventor of the gyroscope compass and perhaps the leading inventing naval genius in the United States, is the inventor. Within two or three weeks the navy department will have completed practical tests of the invention under navy officers, which will show definitely whether there is any unforeseen obstacle to putting the invention to use.

"It requires no elaborate preparation or construction work, but can be made a factor this summer. The invention is chiefly in the nature of direct offensive operations against the submarine. It is not merely destined to protect merchantment or to reduce the ravages of the U-boats, but is calculated to eradicate them."

## RED CROSS VOLUNTEER

The "big men" of the United States have set a fine example of real patriotism to all of their fellow citizens, rich and poor alike. Take, for instance, the cases of important railroad heads, the leading business men, great industrial chiefs, the noted vocational men, who have joined war boards and organizations that will help the government conduct the war. All of us know about Herbert C. Hoover, the American who kept the Belgians from starving for more than two years and is now food controller of the United States. But not all of us know about Eliot Wadsworth.

Mr. Wadsworth is a civil engineer of noted achievement. When it seemed imminent that America would join the entente allies, Wadsworth went to the Red Cross and offered free his expert services for organization work. He was accepted. Now he is acting chairman of the central committee of the Red Cross with offices in Washington, and he has a real job, one that will grow bigger day by day until long after the war is over.

Under the central committee are two divisions, that of military and that of civilian relief. The division of all activities under these two bureaus was accomplished during the past year. The director general of military relief is Col. Jefferson R. Keen, U. S. A.



## THINGS WORTH KNOWING

The Chilean congress has authorized the sale of certain nitrate lands belonging to the government of Chile.

Dutch inventors have perfected a combined mechanical and chemical process for recovering all the unconsumed fuel from furnace ashes.

One of the newest motors for supplying power to an ordinary bicycle is so small that it does not extend beyond the handle bars as it is mounted on the front wheel.

Thirty feet of lamp cord contained in a spring reel that is mounted on a swivel enable an electric light to be moved over an extensive area.

A rule is hinged to one point of double-ended callipers that a Chicago inventor has patented, with which both inside and outside measurements can be made quickly.

In a street car signal system that a St. Louis man has invented, an electric lamp in front of the motorman is illuminated as long as the back door of a car is open.

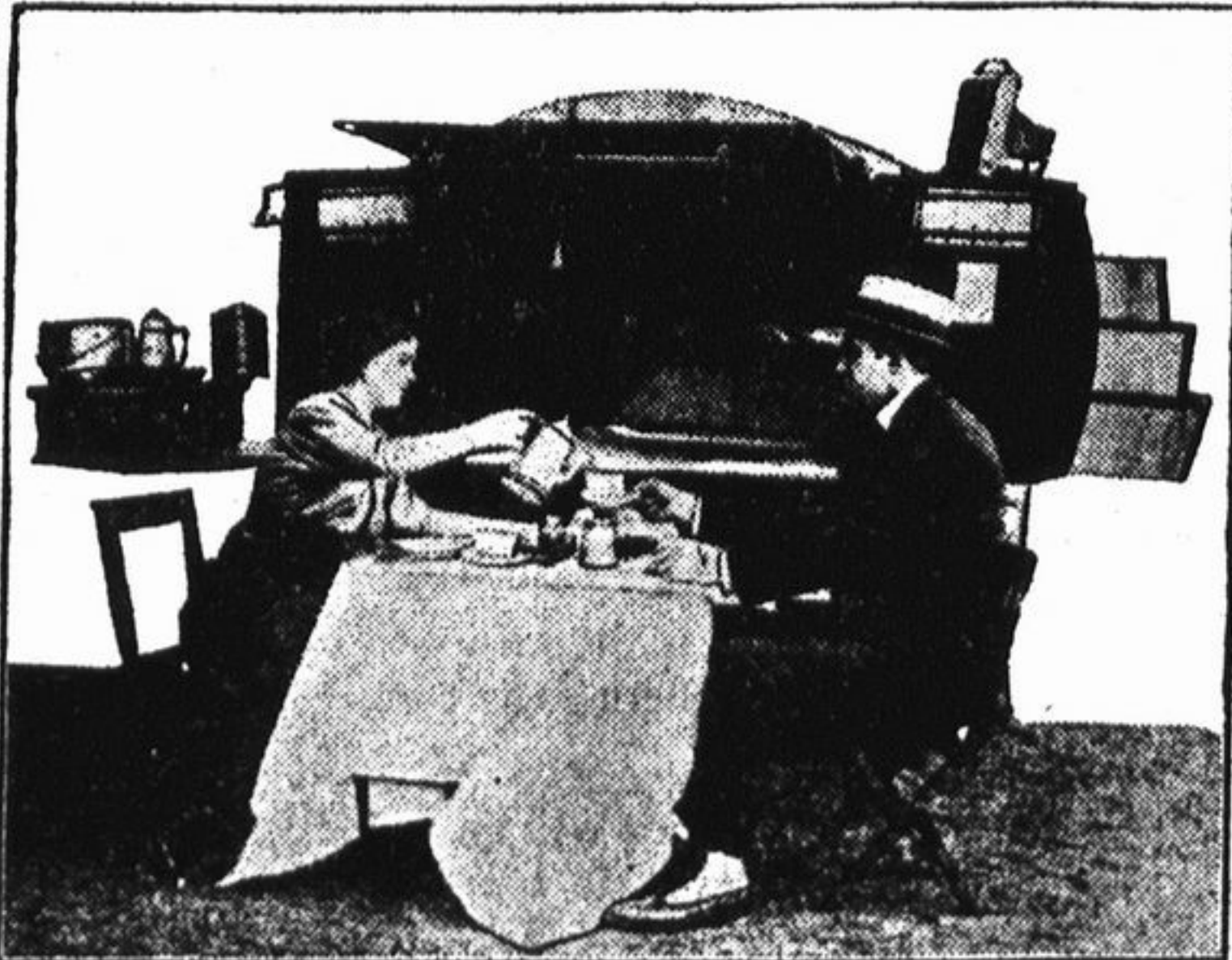
## TRAILER CAMP ATTACHMENT FOR AUTOS

Touring for 1917 is going to be the real feature of the year. All eyes are turned now on the country and everyone is making plans. In gatherings of motorists seen at the clubs and in the hotels the talk is oftentimes solely and only of "the place to go" and maps are being studied and all data gathered in regard to roads to every part of the United States and Canada.

One of the strongest of these indications of the touring interest came in the statement of a Chicago advertising man who handles the account of a trailer company which manufactures trailers of every size to attach to the rear of cars. These trailers carry tent, camping outfit and everything necessary to a pleasant roadside stop and, while not so much in use until very

a tent, bed and board and every convenience for a camping, when exhibited at the automobile shows in 1916, drew so much attention that the aisles were blocked. Motorists who looked them over saw visions of an escape from the troubles of stopping at hotels, saw before their eyes more mileage daily because of the ability to tour until dusk regardless of stopping places and saw real fun in being able to camp where views were fine and where freedom of dress and actions were not hampered by the dictates of society.

The trailer attachment attached to the rear of the car is no trouble at all. At the right place to stop the trailer is unhooked or not as the motorist may desire. The tent opens out and beds are set in place, one on each side with



## EVERY CONVENIENCE FOR ROADSIDE STOP.

recent years, these affairs promise to be most popular with the tourists during 1917.

### Demand is Great.

The Chicago man said that his company simply did not dare to advertise as the demands already made for the 1917 season so far exceeded all expectations that they could not hope to turn out a sufficient number. The company's demand from America forced the refusal of an order for thousands of what he called the five-ton trailer for use on European battlefields.

These trailer attachments, providing

a curtain in front as in a sleeping car, the beds are three, four or even more feet above the ground and cots may be placed in the curtained recesses underneath to provide accommodations for four people. The outfit on the trailer provides the folding table, folding chairs, the nest of cooking utensils, the folding stove, cupboard to hold food and everything else necessary to a delightful stay in the open. That sort of touring in 1917 is going to be most popular as hotels are certain to be overcrowded with the rush of touring traffic.

## CARE FOR BRAKES

### Factory Manager Makes Suggestions to Car Owners.

### LOOK AFTER IT PERSONALLY

Get Acquainted With Automobile by Studying Its Characteristics—Cleanliness Always is of First Importance.

The average owner is too often in the habit of allowing his car to take care of itself. He accepts the word of the salesman, has his demonstrations, finds out how to go ahead, stop and back up, and then lets it go at that.

A factory manager who has had a lot of experience and is rated among the most successful in his business recently sent out these words to owners:

"Get acquainted with the inside of your car. Study its characteristics. Get yourself into the habit of looking after it personally as much as possible. By so doing you will get the most out of your automobile, also you will find a new satisfaction in owning a car."

Then he made an odd comparison between an automobile and a driving horse. In the days when men had their sleek roadsters they were wont to study the horse until they knew all of his characteristics. This enabled them to get more out of him, to enjoy riding more because the horse was comfortable in his way and doing the very best that was in him.

But when the same men shifted from the horse to the automobile they did not take the pains to become acquainted with their new vehicles. The grooming, feeding, caring and other attention paid to the horse was passed into the discard. At the same time the automobile is a thing that demands a share of attention in spite of all of the engineering skill which permits of its wonderful achievements.

Brakes Call for Attention. Whether the motorist is brand new or has been driving for some time, there is one thing that demands his attention. The brakes are of utmost importance to the car, and everything should be learned about them.

Cleanliness is of first importance, for it is all too common a thing to see brakes which have been allowed to become caked with mud and grease, layer on layer. Much of this never will find its way into the business part of the brakes, but some of it may, and at least such accumulations prevent proper inspection of the parts. The two ordinary attentions needed by the braking system are washing and oiling, the last named of which should be done carefully and with thorough understanding.

Modern braking systems are of two

distinct types, one having asbestos fabric linings and the other metal to metal. The latter type is in the minority and usually is fitted with expanding shoes. These require oiling at regular intervals to prevent squeaking and excessive wear occurring in metal surfaces. On the other hand the friction surfaces of asbestos fabric-lined brakes ought to be kept free from oil, as that has a tendency to slip and so neutralizes the action of the entire braking system.

Use of Too Much Oil. Frequently, the new owner, in his desire to heed the warnings he has received in regard to plentiful lubrication, puts too much oil in the differential housing. From this location the excess gradually creeps into the axle tubes and works its way along into the brakes. Now, owing to the crowding of the modern highway the car travels with a list to the right side, hence the right-hand brake drum usually gets most of the excess oil from the over-lubricated differential.

Slipping by the right brake which has become oily, while the left brake is comparatively free from slipping, sets up a dangerous condition of the braking system, with the sides differing in their coefficients of friction. Skidding is certain to result some day when the asphalt is covered with slush or with moisture and grease.

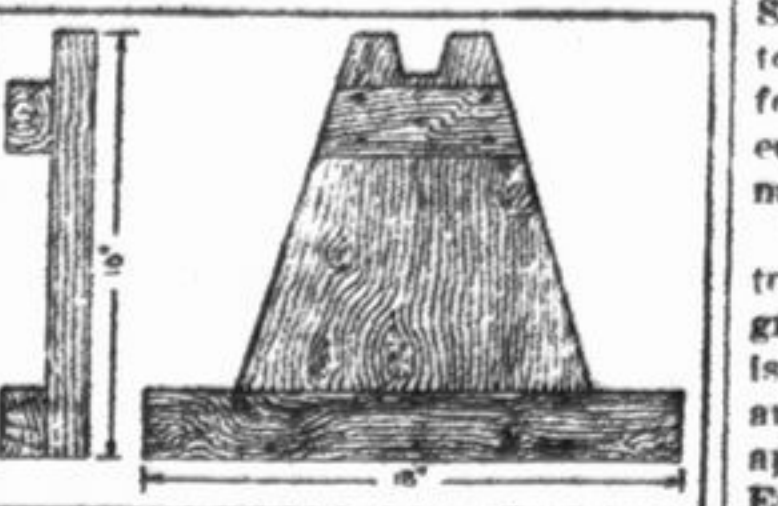
Owners should make an inspection of the brakes and their actuating system a regular routine duty. There is not much work involved, and the sense of security gained by knowing that the brakes are in good condition ready to perform their service, is ample recompense for the little time and trouble.

But the knowledge of the car should not be restricted to any one point. Owners should have a fair idea of every part, the matter of brakes merely being pointed out as one of the units worthy of attention.

## KEEPING WEIGHT FROM TIRES

Automobile Easily Raised From Floor by Use of Jack Shown in Illustration Herewith.

The upkeep of tires is the greatest expense of an automobile, but with the jack illustrated the weight of the car



is held off the tires, so that the wear on them is greatly reduced. These jacks are easily made and they are inexpensive to build. The size of the jack given is for a 30-inch wheel. For larger wheels the height should be two inches more than the height from the hub to the floor.—A. R. Colburn in Popular Science Monthly.

## DETERMINING SIZE OF CARS

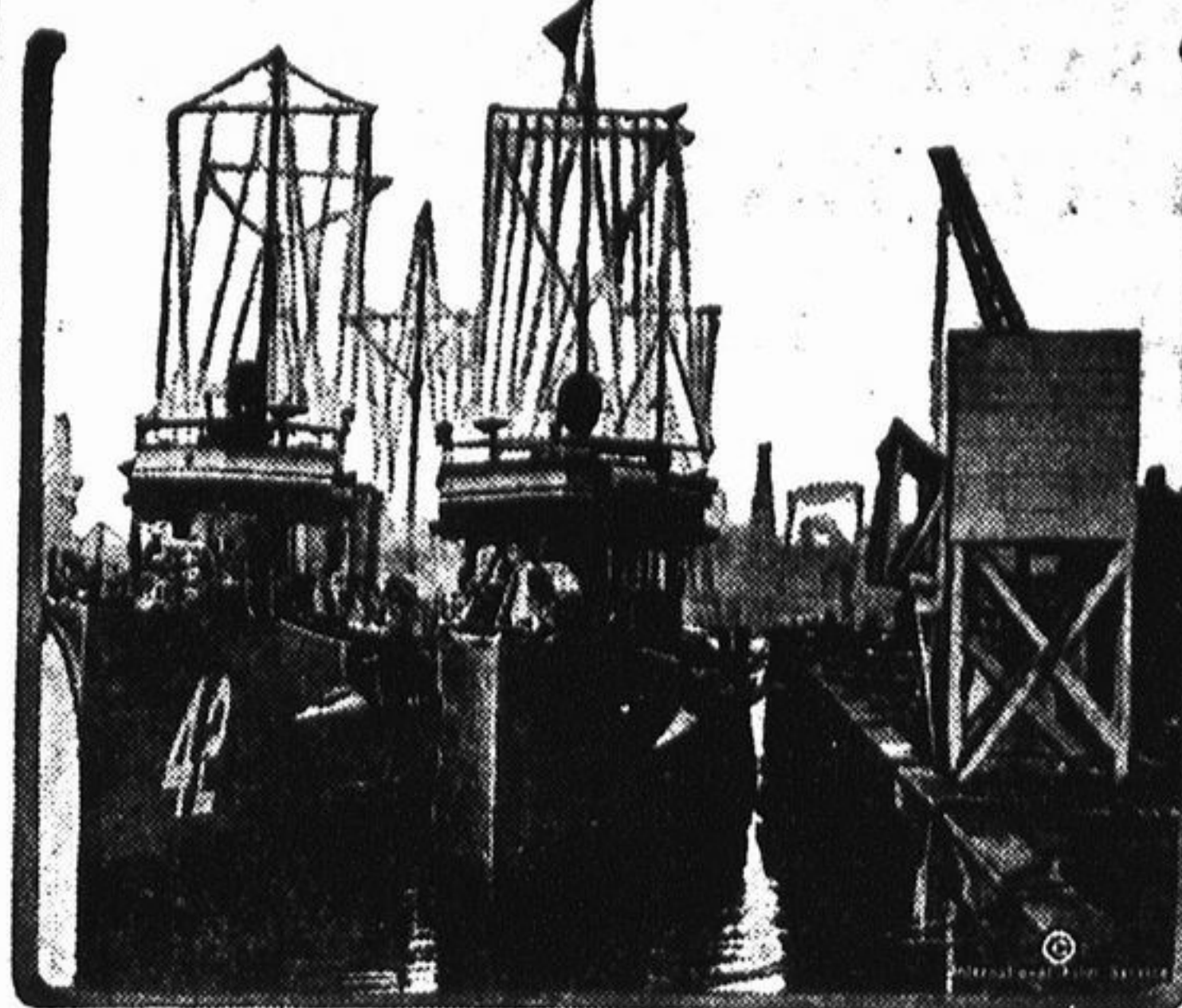
Unnecessary Weight is Going Out of Style—Hauling Around Empty Seats is Thing of Past.

The average load a car is called upon to carry, and not the maximum or emergency need, is due to become the deciding factor in motorists' minds when determining the size of the cars they will buy.

Hauling around empty seats is going out. Close observers say there is

Splendid Advertisement. The motor truck, carefully washed and kept painted, is a splendid advertisement for the motorist.

## PAINTING THEM UP FOR WARFARE



American destroyers Patterson and Jenkins having their war paint put on at the Charlestown navy yard. Their numbers are painted out.

## FALSE ECONOMY IS THE REAL MENACE

Stop Wastage of Food, but Do Not Curtail Necessities, Says J. Ogden Armour.

## URGES "BUSINESS AS USUAL"

Continuous of Great Prosperity That Has Ruled Country for Two Years Is Assured—Billions Loaned Allies to Be Spent Here.

Chicago.—The United States is in a position where optimism is justified, according to J. Ogden Armour in an interview discussing the economic condition and future of the nation.

"The prompt adoption by the American people of the 'business-as-usual' idea is going to enable this nation to prosecute war without experiencing a temporary depression such as England and France have recently recovered from," said Mr. Armour. "Modern war requires the expenditure of huge sums of money and means maximum employment and high wages for all workers. Other conditions, peculiar to this war, make it certain that this nation will enjoy a period of business and industrial activity the like of which has never been seen and which is assured whether the war lasts several months or several years."

No Reason for Alarm. "But suppose people become over-cautious as the result of the preaching of war economy—then what?" he was asked.

"There is some reason to believe," he answered, "that economy rules will be subsupplied for a while, but conditions are such that the public will soon see, if they have not already, that there is no occasion whatever for them to become alarmed."

"Continuation of the great prosperity that has ruled in this country for two years is assured. There is an abnormal demand for everything the workers of this nation can grow or manufacture. There is work at high wages for every man and woman who wants work; the earning power of the people is restricted only by physical limitations; the buying power of the public is greater than ever before. There are certain guarantees of continued prosperity and of an ever widening scope to our business and industrial life."

Releases Billions Here. "How about the billions of dollars we are lending to our allies," he was asked. "Wouldn't it be better to keep that money at home?"

"As a matter of fact, it is a misnomer to call it a loan to our allies," Mr. Armour said. "We are primarily extending them credit. Instead of sending billions of dollars out of the country, the transaction means that billions of dollars will actually be freed for circulation in this country. Practically all of the billions we lend our allies will be spent in this country for the products of our soil and our factories and for payment of our workers."

"We are the storehouse and the factory of the world now, and the more money the world can get hold of the more will be sent here, and the more that comes here, the more work and the more business will result. And in this connection, remember the government of the United States is now a buyer for war purposes and the dollars of Uncle Sam already have begun to pour forth for the expense of mobilizing, drilling, equipping, and feeding the army and navy."

"Under the civilian boards gathered together by the president to direct the great work of preparation, this nation is going ahead, fortified against delay and mistakes through the intelligent application of the lessons learned in England and in France. This applies to industry as well as war."

Time Most Auspicious. "I consider the present the most auspicious from the standpoint of national prosperity in my memory. There is not one good reason why the business of this country should not proceed in its normal course and on ever increasing lines. There is not one reason why people should fear for the future or should permit themselves to be swayed

from the certainty that they are on a sound financial basis. The per capita wealth of Americans today is greater than ever before—greater than that of the people of any nation at any time in the past or in the present.

"Whether the war ends tomorrow or whether it lasts indefinitely this much is certain: The United States, having possession of approximately 40 per cent of the world's supply of gold, the greatest natural resources and geographical isolation, is certain to suffer less than any other nation in the war or in the world hereafter.

"The nation has been advised to economize on food. Economy means the intelligent use without waste; it does not call for self-denial. Economy was recommended to stop the waste of the \$700,000,000 worth of food which goes into the garbage pail each year. The wave of patriotism sweeping over the country should not seize upon parsimonious economy as a means of expression. There is no need for people to cease purchasing; there is need only for the elimination of extravagance and waste. There is no reason whatever for curtailment of the use of things ordinarily needed by people; there is need that everything be put to use."

"As patriots, it is our duty to stop the wastage of food; as patriots it is equally important that we do not stop the ordinary purchasing on which the business and the industry of the country are founded. Hysterical economy is as much a menace to the nation as is prodigal waste."

### Keep Faith, Advice.

"Faith is the great need of the people today—faith in Providence to lend might to our right, faith in nature to respond bountifully to the wonderful efforts of our agriculturists to increase the food supply to provide a surplus for our allies, and faith in our government which has taken hold of the problems before it in a way that demonstrates it is deserving of our faith."

"If I were asked," concluded Mr. Armour, "to give a message to the American people—to the farmers, the wage-earners, the merchants, the manufacturers, and all—it would be this: 'Be strong in your faith that nature will reward the efforts being made to produce big crops and co-operate with our president, Woodrow Wilson, in his efforts to keep the nation composed and so organized as to most efficiently prosecute war. Be confident and live your normal lives, as far as possible. Make business proceed as usual.'"

## FLEES CELL IN GUARD'S GARB

Prisoner Beats Keeper Inesensible at Auburn, N. Y.—Trained to Barn; Surrenders.

Auburn, N. Y.—Reynolds Forsberg, a notorious criminal, beat Keeper John Betts insensible, donned his uniform and escaped from the state prison the other afternoon. He was serving nine years for first-degree assault, and faced a second term of 20 years or life for murder in the second degree.

When Betts was found an hour after the escape hundreds of keepers, police and sheriff's deputies started combing the surrounding country. Forsberg had the guard's gun, and his prison reputation indicated he would put up a stiff fight if found. He was discovered several hours later in a barn and surrendered to two guards without resistance.

## FILIPINOS EAGER TO ENTER U. S. NAVY

Manila, P. I.—Enthusiasm for the war rules high among the Filipinos. They are almost unanimously loyal to the United States. They have not forgotten how the German fleet threatened Dewey at Manila in 1898, and might well have attacked the American warships had not the British fleet made it clear it would support the conquerors of the Spaniards.

The Islanders are especially eager to enter the United States navy.

## WIVES TO SPLIT HIS PAY

Court Directs Man to Turn Over Envelope to Wife No. 1, Who Will Divide With No. 2.

Chicago.—When Adam Brozdowski appeared in court with his two wives and their five children, did the rival mates sit apart and glare at each other? They did not.

While the husband and father looked on indifferently they shared a momentary conversation with the judge.

## DON'T EAT OLD POTATOES

Millions of Patriotic Citizens Will Obey Edict to Increase Big New Crop.

## OLD ONES NEEDED FOR SEED

Prominent Chicago Club Starts Movement Which Quickly Spreads to All Parts of Country—Specialists Hoarding Supply.

Chicago, Ill.—Several million patriotic citizens will eat no more old potatoes until after July 1. They take this method of helping to make as large as possible the potato crop of the United States next harvest—a very important matter. The "Eat No Potatoes" movement started a short time ago with the Hamilton club, one of the leading political and social organizations in the country, quickly was taken up by other clubs and hotels here, and soon was spreading over the nation in all directions.

Who started the movement? An agricultural expert of international reputation, Eugene H. Grubb, is the man. He made a public statement in Chicago, saying: "If all the seed potatoes in the United States were planted this spring they would not produce a sufficient crop to meet the needs of the country." That was an ominous statement, but Carl Vinson, assistant secretary of agriculture, backed it with this:

Needed for Seed. "There are several things I wish to urge upon the American people for the sake of economy and as a patriotic duty. First, don't eat any old potatoes. We need them for seed potatoes. Buy new ones, if you can afford them, or use rice or something else as a substitute."

That settled it. Hamilton club members formed a committee which began work by taking potatoes off the club restaurant menu. Other clubs in town were asked to co-operate. Then clubs and hotels and prominent individuals all over the land were asked to ban the potato and use their influence to keep folks from eating old potatoes. The replies came in a flood, and they were the right kind of answers, too.

The Hamilton club committee also started an investigation in the Chicago vegetable markets to see how many potatoes were held here. Imagine their surprise when they found certain commission men and food speculators in possession of more than half a million dollars' worth of the vegetable. This supply had been bought up during the late winter and early spring and the owners were planning a profit of millions of dollars.

And now the appeal has gone forth to farmers: "Don't sell your seed potatoes at any price."

The potato planting season begins very early in the South, but it does not end until about the first of July in northern Michigan, Minnesota and Montana, which are important potato states.

The American who wants to help Uncle Sam win the war and who will be delighted to get a chance to trim the food speculators, has his opportunity now: He should eat no old potatoes until after the planting season.

## BEST FED CHILDREN



Harvey W. Wiley and John Preston Wiley (right), sons of Dr. Harvey W. Wiley, former food expert of the United States government and author of many volumes of scientific works relating to foods, are practical examples of their father's teachings. "These boys, since their births, have had nothing but proper foods," said Doctor Wiley, when asked to share his recipe with others. "First, their mother's milk until weaning time; then, modified, pure, fresh, clean cow's milk from tuberculin-tested animals until they were large enough to begin to chew. They have been given only foods containing materials to secure growth and not to make fat. They eat brown bread, pure milk, good fruits, succulent vegetables and after three years of age they had a little meat, but not very much. Their teeth are especially well nourished, regular, being hard, white and flat. They have not had any candy, very little sugar or sweets of any kind, except the sugar natural to their food. Their typical meal at night-time is wholewheat bread with a little pure butter, and a pint each of pure, fresh milk."

## Half Million to Friend

Denver, Colo.—Mrs. Mary E. Holland, wife of a Denver hotel man, will come into an estate valued at nearly a million dollars, under the will of Mrs. Mary Hastings Latta, a Denver divorcée, who died in Denver two weeks ago. Mrs. Holland is an only child of Mrs. Latta.