

PROMINENT PEOPLE

DIPLOMAT AS WELL AS SOLDIER

Gen. Hugh L. Scott is probably the most unique character in the United States army. In the days of the Indian disturbances on the Western frontier he gained distinction as a man fighter, and as remarkable as it might seem, later became the Indians' friend and counselor. He is familiar with their folklore and talks their language.

Several years ago, when one of the most important war paths General Scott was sent to the scene of the disturbances and after a few days of untiring negotiations succeeded in bringing about peace which the armed forces of the state had been unable to accomplish.

After Villa's raid on American border towns, murdering Americans and looting their homes, General Carson having gained control of the situation and an American force having been dispatched into Mexico to run Villa, General Scott, accompanied by General Funston, held a series of conferences with General Obregon, then minister of war in the Carranza cabinet, with a view to bringing about peace in northern Mexico and the withdrawal of the American forces from Mexican soil. He is now the military head of the American mission to Russia.



HEAD OF ARMY TRANSPORTATION



Maj. Gen. Henry G. Sharpe, as quartermaster general in the army, in the present emergency has before him one of the greatest tasks in the entire service. His department is charged with the duty of providing means of transportation of every character. This includes the transportation of recruits to mobilization points, to concentration camps, and from there to points of embarkation, and the arrangement of transport facilities for the carrying of our armies to Europe.

At the present time the war department expects, if the war lasts, to transport armies totaling 3,000,000 to the European battle front. The transport fleet at the outbreak of hostilities was entirely inadequate to perform more than a minute portion of this task. It has been enlarged as far as possible, and by the time for shipment of the first great army General Sharpe is confident that all facilities be available for the speedy transportation. The feeding and clothing of 1,000 men in another task which has to be performed by this department. Adequate food and clothing have been purchased in quantities which will carry over working continuously in turning out their products. Automobiles, mobile trucks, motorcycles, wagons, horses and mules and their equipment also have to be purchased under the supervision of General Sharpe. The one perplexing problem that inconvenienced this department was how to move the armies while training. When the war broke out, the quartermaster general found that there was not sufficient tentage in the United States to shelter the National Guard. To build temporary wooden barracks and to move the problem, and now as fast as cantonment are located the necessary shelter is being provided.

ADMIRAL GLEAVES WINS HONORS

At the beginning of our participation in the greatest war of history, Admiral Albert Gleaves, commanding the convoy which piloted the fleet of transports, worked in harmony with Vice Admiral J. M. Sims, who sent out orders to furnish additional protection to our fighting men through the prize zone, with the result that complete victory was won by our fleet against the German submarines and losing one or more submarines.



Less of this splendid accomplishment was printed just 19 years to the day. The story of the destruction of the fleet provided another Fourth of July by telling in how one of the most remarkable battles on record had been won by the American navy. On the American side, though the ships were struck times, only one man was killed and one wounded. These casualties occurred on Commodore Schley's flagship, the Brooklyn. The Spanish lost 600 in killed and wounded. The American sailors took an active part in the rescue of the officers and crews of the burning Spanish ships. Admiral Gleaves was then in command of the torpedo boat Cushing, as a fleet.

WEYLER FIREBRAND IN SPAIN



The entire kingdom of Spain is in a state of uproar and disturbance. The constitutional guarantees have been suspended, the legislature has been prorogued, the operations of the civil and criminal courts have been arrested for the moment and martial law has been decreed throughout the length and breadth of the land. All these things contribute to an impossible situation. Of course there is a moving spirit behind all these military unions. Pronouncements would not have been revived, after all these years, as a factor in Spanish politics without some initiative, encouragement and guidance. These have been furnished by Captain General Weyler, marquis of Tenerife, whose name is still held in sinister memory in the New World by reason of the cruelties that signaled his reign as captain general of Cuba in the days when it still formed part of the colonial empire of Spain. Weyler is of Prussian origin, has relatives in Germany, and has always been very proud of his German ancestry. All his sympathies have been with Germany in the war, and he has been since its commencement in close association with the German ambassador, Prince Maximilian Hohenlohe, and with ex-Prussian Emperor.

SCRAPS

Indo beach, California, is to be lighted with light representing the sun flag. The best so-called Japanese "rice" for cigarettes is made from flax seed waste. Investigation of sickness among men in manufacturing shuttles is from wood imported from Africa. It is found that the dust which is blown away is a slow poison, affecting the heart.

It is estimated that Spain has developed not more than eight per cent of its available hydro-electric power. So rich is a deposit of gold that has been discovered in the Malay States that particles of the precious metal comes up with the roots when grass is pulled. In a new lure for large fish invented by a Chicago man two hooks are folded on one another with the barb inside until a fish closes his mouth on the device and drives both hooks into effective position.

Not Like Other Babies. "Mother!" "Yes, my son." "Did you ever see a baby snake?" "Oh, yes, my boy." "Well, how does it amuse itself; it has no feet to play with?" Used Butter to Heal Wounds. The ancient Spartans used butter as a salve to heal their wounds.

NO MAN'S LAND, DEATH'S EDGE

Birds Return to Their Wonted Trees to Roost, Unmindful of the Thunder of Shells.

To the whole world's wanderers, the American people, whose incurable habit it is to go everywhere and see all things, there yet remains one country unexplored, says a writer in an exchange. It is a country stranger than Hattinai Meskufine (where you can boil eggs in a river) more ruinous than Pompeii, or the Roman city of Timgad, and more sepulchral than the tombs of the kings of Thebes; it is a few hundred miles long and narrower than Egypt, and holds more buried heroes than Westminster abbey; it is to the casual eye as desolate as the Sahara, yet on closer investigation as populous as Bond street; it is more beautiful at night than the aurora borealis and yet more ominous than a picture by Sime; it is No Man's Land.

And the things that are done there are things that have never been done before and will not be done again in this generation; it is a thing to see as one would go to see Niagara if it was certain to run dry within a year and fall no more in our time; only it is more wonderful than Niagara, noisier, more magnificent, leaving a more abiding sense in the mind of having moved amongst gigantic things.

Life is more tense there than in equatorial forests where the rhinoceros comes out of the cactus at unexpected moments; the rhinoceros is only a large form of pig, yet he is more and vindictive and has unpleasant ways, and can be, at his worst, as bad as a better-class German. Strange vegetation is to be seen there, too; overgrown cabbages flourish where they will, free at last of their servitude to man, trees that have met with amazing calamity in storms that had never overtaken a wood before; strangest of all, the birds go home at their wonted hour to roost in their wonted trees, undisturbed by the thunder that is shaking the hills.

And there in No Man's Land, if anywhere in the world, may liberty be dreamed of walking along the line between the flare of the rockets and the nearest edge of the night, walking and blessing the ruined hamlet of France; for where else in the world has she been invoked before with such great sacrifice of heroic lives?

Scenes in a London Fog. The season is evidently destined to be a good one from the fog lover's point of view—if there are any fog lovers, a writer in the Westminster Gazette (London) observed recently. The specimen that developed late one recent afternoon and was in its prime a couple of hours before midnight was a particularly fine one.

In a space that a good aerodrome could have enclosed I found a chauffeur looking with a lantern for landmarks, so that he could discover in which direction his car was heading; I saw a telegraph messenger fall off his bicycle in the middle of a quiet road, apparently from sheer perplexity; and I found three motor buses that came to rest with their bonnets close together in such a way as to suggest that each had been charging; the other two and had only stopped just in time.

In the small hours of the morning I found another bus standing helplessly by the roadside with the driver slumbering within, but the driver of a motor bus is a remarkable man in many ways.

Only Woman Jailer in World. Switzerland possesses the only woman jailer in the world. She is governor and warden in the prison of Aigle, in the Blonay valley. A good many years ago she married the chief warden of the prison and soon proved to be a helpmate indeed, for, being a strong-built woman, and with proper notions of discipline, she made as good a jailer as her husband, and more than once did his work when he was away. When he died the authorities asked her to take his place permanently, and she accepted. All the year round the Aigle prison contains from twelve to twenty male prisoners, sentenced to terms of imprisonment ranging from three months to three years, and although the woman-jailer has no assistants she has never had any trouble with the prisoners. Strict disciplinarian though she is, the woman-jailer has the kindest of hearts, and takes great interest in her "guests," as she calls them. Many a prisoner has been set on the straight path again by her wise and kindly advice.

Styles of Trenches. According to the description of a German officer, the Germans divide their trenches into four different classes. There are, first, the rifle pits—shallow excavations dug by the soldier lying down under fire, about four feet long and two feet wide, with a low earth parapet pushed up in front; second, the kneeling trench, a simple ditch about three feet wide; third, the standing trench, which has a shelf-like terrace running parallel with the bottom, where the men may stand and shoot; and last, the improved or permanent trench, wide and deep, with a trench "street" running along the lowest level, and a first shelf or terrace two feet higher for the trench garrison, and a second terrace two feet above the first and five feet below ground level where the men may mount to shoot.

Laboratory Equipment Costly. In a well-equipped laboratory for original research the various platinum dishes, crucibles and stirring rods have an aggregate weight of about 2,000 grams and an approximate value of \$5,000. The largest vessels are 2 1/2 inches in diameter and 1 1/4 inches in depth, weigh 40 grams each, and are worth about \$80 each. A single stirring rod may cost more than \$100.

Private Control of Roads. Private control of roads in England is a thing of the past. Government control was adopted as a war measure in August, 1914. It has worked so well that the principle will be retained when peace returns.

Raise Wages of Shopmen. Federated shopmen on the Boston & Maine railroad have raised wages two cents an hour for all crafts and secured a Saturday half holiday during July and August without loss of pay or working extra time.

Locomotive Uses Oil. An internal combustion locomotive of 1,000 horse power that uses crude oil fuel is hauling passenger trains experimentally on a European railroad.

Railroads Scarce in China. At the present time China has but 6,000 miles of railroads to serve a population of more than 400,000,000.

Handing Many Passengers. The South station at Boston has about 12,000,000 more passengers than the North station.

FREIGHT TRAIN SWITCHED BY HORSES



PERCHERONS USED FOR MOVING LOADED CARS.

When a yard switch engine broke down at Eau Claire, Wis., recently, a train of 19 flat cars, carrying hemlock logs for a paper mill, was switched by two teams of heavy Percheron horses belonging to the paper company. The freight load moved was 118,000 feet of timber, weighing 944,000 pounds, in addition to the weight of the cars. The team weighed 3,400 pounds each.—Popular Mechanics Magazine.

MAKING OVER RAILS

Now Systematically Straightened and Restored.

PLANT WHERE WORK IS DONE

Defects Which Necessitate Removal and Replacement Develop in Eight to Fourteen Years—90 Per Cent Renewed.

It is not generally known that our rails are now systematically straightened, the worn ends sawed off, and the whole rail restored to service condition. A plant in Illinois where this is done is described in the Railway Maintenance Engineer by John Reiner. All rails in main-line service, Mr. Reiner thinks, will ordinarily develop defects which necessitate removal and replacement in eight to fourteen years. These defects are battered ends and worn fishings and, in curved track, flange-worn heads on the outside rails. Fully 90 per cent of these removed rails may be fitted for further service by appropriate treatment, Mr. Reiner assures us. He says in substance:

Methods of Reclamation. There are two methods of reclaiming rails quite generally recognized as being efficient—one is to heat and re-roll them, reducing the section and theoretically producing a new rail of the original length but of lighter section. The other is to assemble the rails at a centrally located point for inspection, classification, straightening, cropping worn ends, and reholing for splices. From the writer's observation the process of reholing rails after a service period is successful in that it gives their ultimate life over that of simply cropping battered and worn ends. The process, of course, is much more costly than simply cropping the ends at a home plant, and unless the reholing plant is in fairly close proximity to the road owning the rails, the cost is prohibitive.

The desired effect of any method is to get the largest possible return from the rails recovered, either in money or in service, which latter ultimately means money, but the value of which in money cannot, for want of data, be so defined in all cases. At the plant under the writer's jurisdiction the cost per ton for reclaiming rails during 1915 was 49 cents. In the operations from scrap there were reclaimed from scrap condition 2,445 tons of rails, 2,980 tons of which went for ordinary track service and 305 tons for the manufacture of frogs.

Working on Rails. Rails passing through the reclaiming plant for reworking are pulled broadside on to the straightening machine (a home-made hydraulic press) by a rope and a belt-drive drum handling from eight to twenty rails at one time. After straightening, the rails are pulled broadside on to the saw table or carriage by means of a horizontal air-hoist manipulated by the straightener.

After removing the rail from the saw-table, the chippers remove the fins or burrs raised by the saws and pass it broadside on to the drills, four of which are in service (two at each end), manned by four men and placed in a staggered position so that four rail-ends are drilled at one time.

Before the rails pass out of the mill to the sawed stock piles a man applies a template to the head of each rail marked by the sawers as a main-track or second quality rail to classify them according to depth or thickness. The rollers leading out of the mill are manned by four men who distribute the rails and pile them in stock piles, or load them on cars direct, as desired.

Sorting the rails for condition and uniform thickness of head is of much value in obtaining good track results and economy in maintenance cost. The rails classed as sawed main-track rails are called for thickness of head and make as good track joints as new rails if new or unworn joint fasteners are applied. The rails classed as second quality rails are as safe as main-track rails. They are more or less worn, but will give good service in branch-line main track. The ends will match up to an even surface as the heads are called for the same as the heads of the main-track rails.

Warning Signal is Unique. A proposed warning signal for use at railroad crossings would be set in action by the blast of the locomotive whistle some distance off. It is claimed that by accurately co-ordinating the vibration pitch of the signal receiver with the note of the locomotive whistle the system is quite practical, and that it will not respond to other loud noises which are not correctly pitched. The inventor would use the vibration of the receiver to close an electric circuit, which would pass the current to a warning siren in daylight and to a searchlight stop signal at night.

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PAID FOR HIS RIDE

Soldier Had No Complaint to Make About Price.

Was Glad He Stopped Bullet Which Might Have Hit Driver of Car Loaded With Wounded.

In the course of the battle of the Marne, the Germans fought a stiff rear-guard action at Priez. At its height, Mr. Frederic Coleman, who narrates his experiences in his book, "From Mons to Ypres," found himself and his automobile involved in the proceedings. One of the Sussex men, says Mr. Coleman, came running back with the news of a general retreat. Rifle fire in front, rifle fire from our left, and shrapnel everywhere, made us wonder whether retreat was not less wise than staying where we were. But orders are orders; so we headed down the slope for the village, where I had left the automobile.

Presently we reached a 50-foot gap in the bank at the roadside; that part of our journey must be taken in full sight of the enemy. Two soldiers rushed at it, only to fall before they had got across. While we paused, a herd of some twenty cows galloped, following down the hedge side in the field beside us. Blessed with an inspiration, we sprinted down the road in the lee of the barrier thus providentially provided. "We're all right so long as the beef holds out!" panted a Tommy. In a few seconds I had reached the car. A major asked me if I would take back a load of wounded. I believed that any occupant of a car that tried to pass through the village and up the slope in plain sight of the enemy would stand little chance of escape; but the wounded were tossed into the tonneau, into the front seats, on the folded top at the rear, wherever space could be found. I jumped into the driving seat, the running board of the car was lined with soldiers, and one, the only one unhit, was mounted on a mud guard.

Up the hill we crawled. My load was eleven, some badly hit. Two cyclists in front gave promise of blocking the way as we gathered speed, but a shell that burst over us knocked one of the pair off his wheel. He careened into his fellow, and the pair rolled into the ditch together. Bang! went another shell, seemingly a few feet over us. Four men from a group ahead of us were hit. Bullets sang all about. Someone hanging on the running board was hit, and cried as he dropped off. As the slope became less steep, I overtook and passed an ammunition limber, with the team—minus a driver—in full flight toward the rear.

A mile or so farther on we found a hastily improvised hospital, where I delivered my load. "Wounded!" asked an orderly as I drove up. "Yes," I answered. "All but one, and I turned to look back at him. "I stopped one, coming up the hill," he said, with a grin. "I stopped one proper, I did!" And he opened his trunk and showed me a blood-soaked side. "Might have got you if I hadn't been there," he added, "so perhaps it was just as well. I couldn't have brought the others back in this thing." And he grinned again.

"Good luck, son," I said, with a lump in my throat. His teeth were set as he was borne away by two orderlies, but the corners of his mouth twitched in another half smile, and he said: "Thanks, don't you worry about me. I'm all right. It's nothing!" I have often thought of him since, and hoped that he came through in good shape. His spirit was so very, very fine!—Youth's Companion.

High Standards for Air Schools. High standards of scholarship are to be maintained in the six government schools in military aeronautics which have recently been opened at the universities of Illinois, Ohio, Texas, California, Cornell and Massachusetts Institute of Technology. As a special incentive, those who attain a certain grade will be awarded a certificate marked "Passed With Honor." During the first eight weeks of the course, while the pupils remain on the ground, they will study such subjects as the care and operation of engines for air craft, the theory of flight, cross-country and general flying, including meteorology, astronomy and photography, as well as gunnery and bombing, signaling and wireless. Each student will be required to pass a written examination before he graduates.—Popular Mechanics Magazine.

Risked Life for Another. The story of a man's extraordinary bravery in jumping into the mouth of a blast furnace to rescue a fellow-workman was told at an inquest at Cleveland, Yorkshire. A man fell from the top of the furnace and was lying unconscious on the "hell" on which the iron ore is tipped before it is discharged into the furnace. George Welford, who is a chieftain, at once sprang a distance of five feet into the midst of a deadly gas fumes and intense heat, at the peril of his own life. He lifted the unconscious man—who was so badly burned that he died afterwards—to the top of the furnace, and then scrambled out, almost overcome with the heat and fumes.

Diseases of Teeth. The use of gold as a substitute for lead or bone as a filling was perfected in 1855 by Dr. Robert Arthur of Baltimore, while in 1884 Prof. A. D. Mulder of Berlin, in his discovery of the bacteria origin of diseases of the teeth and of the large part played by lactic acid, opened the way to avenues of research which may ultimately lead to the total extinction of the dentist.

The Girl Knew. "You know my eyesight has never been very good, and it's getting worse." "Well, I thought as much. You know my daughter always wants you for a chaperon."

Disappointed. Philanthropist (who has just dropped a penny in the cup)—I mean, you have many "disappointed" and "discouraged" beggars—Yes, sir; that is the case every day.

Obliterating Class Distinctions. Modern and cultured persons, I believe, object to their children seeing kitchen company or being taught by a woman like Peggyoty. But surely it is more important to be educated in a sense of human dignity and equality than in anything else in the world. And a child who has once had to respect a kind and capable woman of the lower classes will respect the lower classes forever. The true way to overcome the evil in class distinctions is not to denounce them as revolutionaries denounce them, but to ignore them as children ignore them.—G. K. Chesterton.

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NORA AND TOMMY

By KATE BROWN

Nora McMurtry had probably never heard the story of Ruth and Tom. She knew the New Testament well, and she could have told the Adam and Noah were more or less responsible for the human race, but in all, she delved very little into the mysteries of literature, biblical or otherwise. The past had little significance; what Nora cared about was the present. For she was in love with Tommy Lyons.

Tommy was twenty-one and Nora eighteen. To look at Tommy's eye you would imagine that he was a poet rather than a plumber; and to look at the wealth of Nora's golden hair you would imagine she was a treasure hunter. Tommy was six feet three, and Nora was five feet two.

Probably there was in Nora's nature just the hint of the clinging-vine type of girl, but to Tommy it meant loyalty. There was something about Nora which called for protection, and Tommy was perfectly willing to be the protector so long as he was sure of "his girl." And he felt in his heart of hearts that Nora was his "forever to have and to hold."

They had been waiting for a year when one night in the early spring Tommy reached the McMurtry flat almost an hour before his usual time. "I didn't think you'd come so soon," she announced. "But I'm glad you did, anyway. It means another hour together."

She seated herself at the top of the rather rickety steps and looked into Tommy's eyes. Tommy returned the look unwaveringly for a moment or two, and then gazed rather thoughtfully down the crowded street.

"Girlie," he asked suddenly, "how would you like to go away from here?" "I'd die if I had to live anywhere else," Nora answered instantly. "You lived in this town all my life." The light suddenly went out of Tommy's eyes.

"Oh!" he said. "Then it's all off." "What's all off?" "What I was going to tell you about." "What was it?" Tommy shook his head wearily. "Why do you like this town so?" "Why, I was born here." "Is that any reason why you couldn't go away?" "Go away where?" "Well, to a farm, for instance; up in the mountains, with green grass and cows and chickens and things like that."

"Oh! Nora drew back impulsively. "I'm afraid of a cow." Tommy laughed rather shortly. "You're just like any other city girl. You don't know what it is to wake up at five o'clock in the morning and see the sun come up over the hills. You're afraid of a cow which wouldn't hurt even a kitten, and you don't even know that a duck lays eggs."

There was a wistful light in the depths of Tommy's eyes. He was lying for the moment his own backyard. "I thought you liked it here," she said. "I do like it a little, but that's only because you are here. Otherwise I wouldn't stay another minute."

"What would you do?" "I'd go back to the country." "Could you get a job up there?" "Yes." "Is that what you were going to tell me?" "Yes." "What kind of a job?"

There was something in Nora's voice which made Tommy suddenly glad again. "I got a letter from Nick Phillips this morning," he explained slowly. "Nick says that old man Greenwood is looking for a man and his wife to take over his farm for the summer. It means sixty dollars a month and all expenses, and the job has been offered to me. It's only open to a man and his wife. I thought perhaps that you might be willing to go. But you say you won't leave the city."

"Does it mean we can get married?" Nora asked softly. "Yes, it means just that."

For a moment Nora was silent. Thrill cries of children playing in the street came to her; from the next block sounded the rattle of the street cars. Just for a few seconds she hesitated, and then her small hand crept suddenly into Tommy's large one. Had she been a student of the Bible, she might have said: "Entreat me not to leave thee; or to return from following after thee; for whither thou goest, I will go; and where thou lodgest, I will lodge; thy people shall be my people, and thy God my God."

But being only Nora McMurtry, with a big love in her heart for the man beside her, she said simply: "Take the job, Tommy; I'll be the wife, and we can go together." (Copyright, 1917, by the McClure Newspaper Syndicate.)

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