UT-OF-ORDINARY PEOPLE

BACK FROM NAVAL CONFERENCE

Admiral Mayo, commander in chief of the Atlantic fleet, and his staff have returned from England, where they participated in a naval conference with the allies.

From now on a vigorous plan of campaign in European waters by the joint naval forces of the United States and Great Britain is confidently expected. In fact, it is not overemphasizing the importance of the Mayo mission to say that America's naval policy for the entire war may be determined by the advice and suggestions given in the conference at London.

America's desire to put her entire navy into action, if necessary, to hunt the submarines to their [illegible]ses and to force the German fleet into the open was placed before the British admiralty in unmistakable fashion. But the British experience in naval warfare is of such wide range that the United States would necessarily be guided in natters by [illegible]dgment of S[illegible] Eric Geddes and his naval staff. It is ossible th[illegible] naval mission may visit this country, or that a aval boa[illegible]d to sit in London and direct the operations combine[illegible]

e encou[illegible] that the entire American navy, from admirals nsigns and en[illegible] are eager for action, and that President Wilson Secretary Daniels are determined that the navy's part in the war shall be orable one in American history.

hat Admiral Mayo reports, therefore, eventually may prove a turning n the prosecution of the war on the seas.

RAILROADER HAS BIG JOB

International Film Service

lliam Wallace Atter[illegible], who en operating vice president of nnsylvania railroad, has been [illegible] by the secretary of war to th[illegible] duties of director of ra[illegible]ce for serv- he great A[illegible] army in the ar.

director general of railways in for American service, Mr. At- will report directly to the com- r in chief of the American forces erations in that country.

e big proposition is to be worked quick time. It means the crea- additional railroad facilities in from chosen seaports to the front to transport American equipment and supplies. The g French railroads are now l to their capacity. Therefore, rk set for Mr. Atterbury is first te and equip a railroad system, o the task it must perform, then rate and maintain it. He is scheduled to undertake in France probably gest job any railroad man ever had to confront.

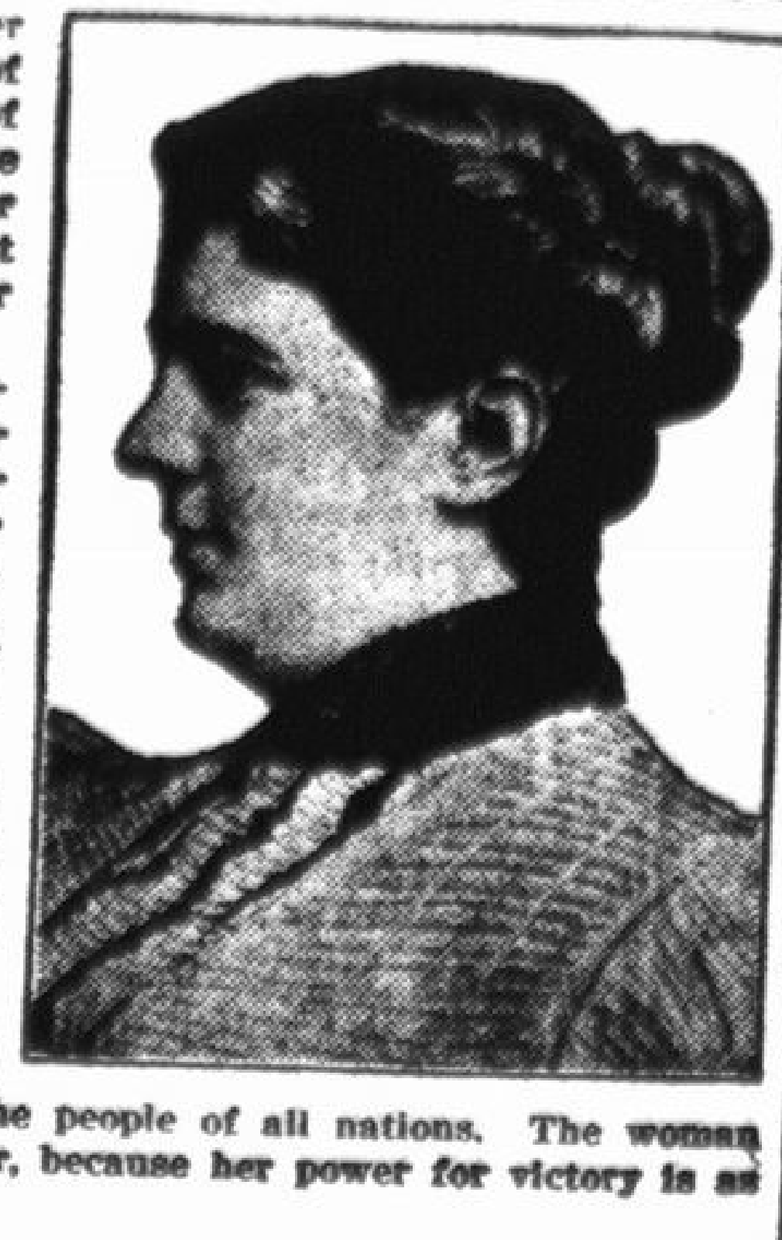
r government has booked contracts for 300 locomotives to be rushed to It is about to issue rush orders for 150,000 tons of steel rail to go contracts have been placed for spikes. Many other things will be When they get to France they will have to be put together. Repair f locomotive roundhouses and coaling stations must be built to make the complete.

LEADER OF FIGHTING MARINES

"Forced to leave the most beautiful city in America to take up his quarters in a small town in Virginia!" Such is the manner in which his brother officers in the Marine barracks at Washington characterized Brig. Gen. John A. Lejeune's recent order from headquarters to proceed at once to Quantico, Va., to take command of the largest force of marines ever assembled for duty.

No more suitable soldier-sailor could have been selected for the men who stand back of the slogan, "The first to fight!" As will be remembered, the United States marines played important roles in most of the difficulties this country has had to settle with arms. General Lejeune saw active service at the time of the Boxer rebellion in China, while the short war we had with Spain found him in the midst of the fray. When the Filipinos began to get uneasy and cause trouble, Uncle ent him there, and he led 700 plucky naval soldiers to the colors in n 1912. At that time he was a lieutenant colonel. Among his other ions was one to Nicaragua, and he has served in Panama, Puerto Santo Domingo, and he also sojourned for a while in Vera Cruz until ace and quiet manners of the population began to run normal.

SOUNDS CALL TO AMERICAN WOMEN



he bravest battle that was ever was fought by the mothers of Today we mothers and wives of diers of freedom face again the fact of war, but this is a war war; therefore, our eyes must and our hearts unswerving for

Thomas J. Preston, Jr., for- Mrs. Grover Cleveland, presid- t the woman's war service meet- held under the auspices of the na- l security league at New York, called upon the wives, mothers, ters of the boys who are going front to support the war meas- our government.

"No grief but labor; no tears, but t purpose are worthy of the bear our colors against the the world's peace," she con-

us be missionaries to arouse f this nation to the glory of sm which seeks to benefit the people of all nations. The woman as guilty as the man slacker, because her power for victory is as s."

DS AND ENDS

been manufacturing salt for more than 2500

portions of Switzerland plentiful that it is used [illegible]

which a form of vanilla [illegible] have been discovered [illegible]

[illegible] piece of bridge work [illegible] conditions, a hinged [illegible] been patented.

Scientists have counted 276 spoken languages and dialects in Africa.

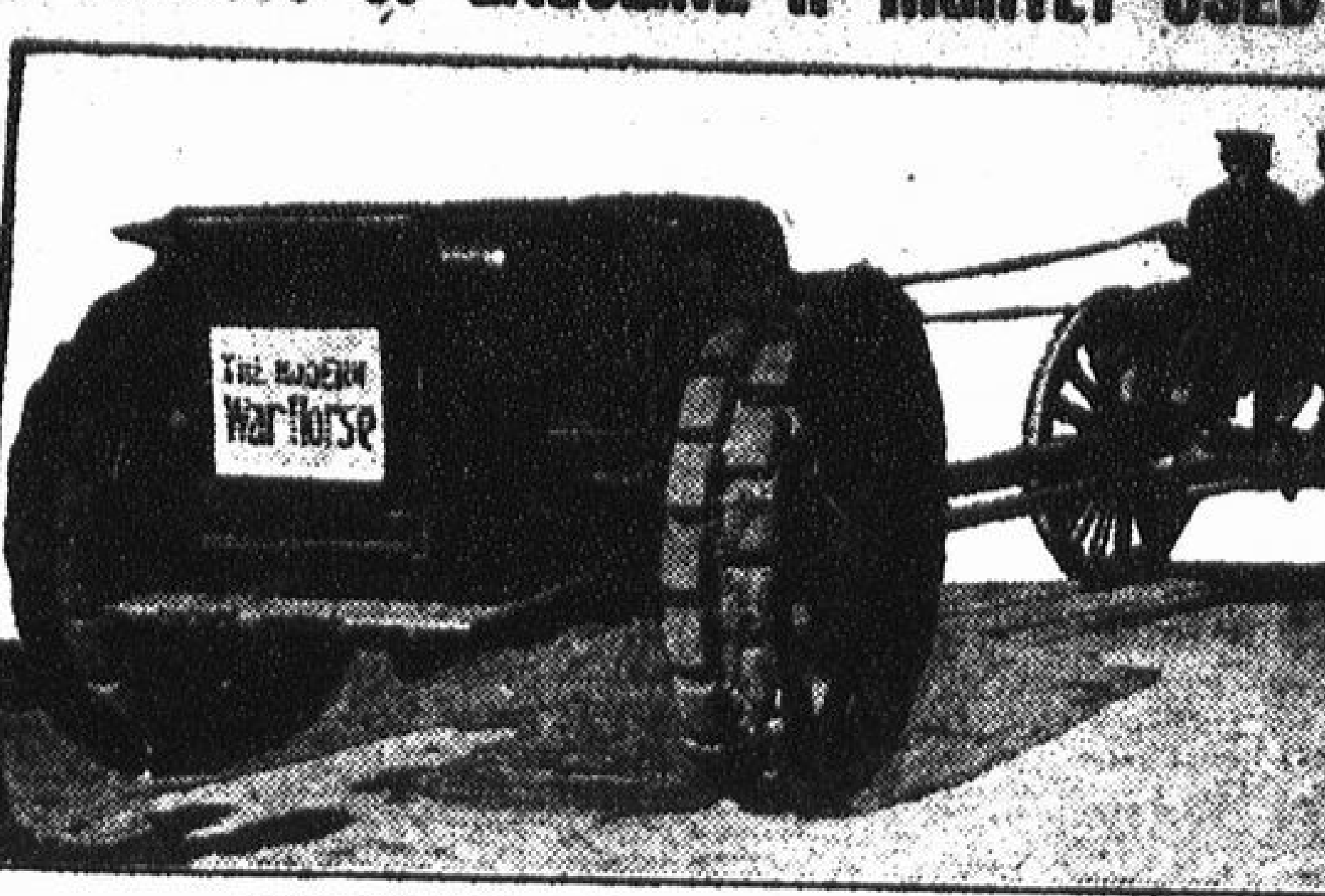
European experiments have found that explosions can be caused in gas works by sparks from telephones.

Two whales, one of which was 30 feet long, were washed ashore recently on the Scottish coast.

The crown prince of Siam is the only native prince who can speak the German language.

The population of the British empire exceeds one-quarter of the population of the world.

PLENTY OF GASOLINE IF RIGHTLY USED



MODERN WAR HORSE USED BY U. S. ARMY.

1—Do not allow your gasoline engine to run idle.

2—Use kerosene, not gasoline, for cleaning purposes in the garage.

3—See to it that the carburetor does not leak. Form the habit of shutting off the gasoline at the tank.

Coincident with the expansion of the army's program for the use of airplanes, trucks, and so on, Van H. Manning, director of the bureau of mines of the department of the interior, has issued the above suggestions to motorists, which in view of action taken by foreign countries toward motoring, and previous discussion of the gasoline situation in this country, may well be heeded by those in the United States.

It is estimated that the United States army will need 350,000,000 gallons of gasoline for airplanes, trucks, tractors, and other machines. To obtain a part at least of this amount it has been suggested that the man who rides for pleasure should cut down his mileage, since half the gasoline used in this country, 1,250,000,000 gallons, is used in pleasure riding. By economical use enough gasoline can be saved to supply not only the United States but its allies for war purposes.

Motor car owners are not advised to lay up their cars but to use them either for trade or pleasure purposes thoughtfully and judiciously. If this advice is followed, there will be no undue scarcity, says Mr. Manning, for the United States possesses an abundant supply for ordinary purposes.

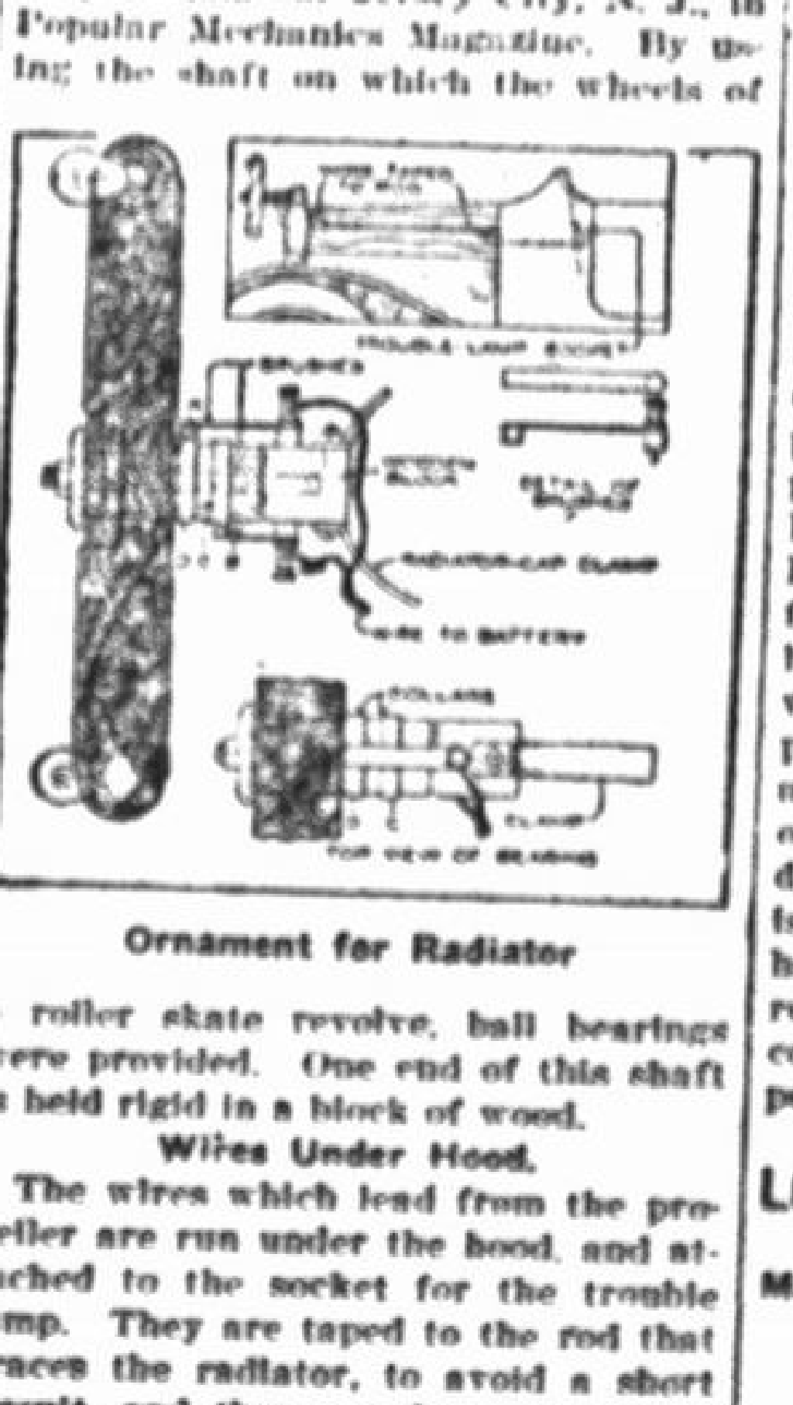
FAN AS ORNAMENT

Revolves With Bulbs Lighted, Attracting Attention.

ATTACHED TO THE RADIATOR

Ball Bearings Provided by Using Shaft on Which Wheels of Roller Skate Revolve—Wires Run Under the Hood.

An ornament for the automobile radiator cap that attracted a great deal of attention at night was made by attaching two incandescent lamps to the blades of a small propeller, which is whirled around by the wind, writes E. Lloyd Adams of Jersey City, N. J., in Popular Mechanics Magazine. By using the shaft on which the wheels of a roller skate revolve, ball bearings were provided. One end of this shaft is held rigid in a block of wood.



Ornament for Radiator

Wires Under Hood.

The wires which lead from the propeller are run under the hood, and attached to the socket for the trouble lamp. They are taped to the rod that braces the radiator, to avoid a short circuit, and then out from under the hood at the radiator cap, and connected to the brushes A and B. The incandescent electric light bulbs are attached to the ends of the propeller blades and connected in series. The wire is run from one side of the socket E to the collar C, and soldered to the latter.

How Brushes Are Made.

The wire from the other side of the socket is connected to the other lamp F. The other wire from this lamp socket at F is soldered to the other collar D. The brushes are made by bending a strip of copper into the shape shown in the detail, and fastening it to the wooden block by means of screw binding posts, soldered to the strips.

OHIO PASSES DRASTIC LAWS

Courts Permitted to Revoke Licenses of Those Who Violate Speed Laws —May Punish Drinkers.

The most important of the laws passed by the last Ohio legislature is that permitting the courts to revoke licenses of owners who have violated speed laws, failed to stop after an accident or operated a motor vehicle while intoxicated. For the second offense the courts can revoke licenses for a period not to exceed two years. This is the most drastic provision against lawless drivers that was ever enacted in the Buckeye state and is now effective.

Tighten Spokes.

Watch your wheel spokes, especially if your car be an old one. If the spokes can be shaken, tighten the bolts on the flanges of the hub. If they remain loose after that consult a wheelwright, for your life may be endangered by the breaking of a wheel.

Light and Heat Injurious.

Remember that light and heat are dangerous enemies of tires and avoid them all you can. On a hot day, whenever you come across any water in the road, drive through it slowly so as to cool the tires, and always stand your car in a shady place if possible.

Self-Lubricating Valves.

Valves for automobile motors, made of pure carbon by two Boston inventors, are claimed to be self-lubricating and to be proof against the usual [illegible]

AMERICAN CARS IN DEMAND

Countries Which Are Not in War Zone Must Buy in Our Market—No Other Source of Supply.

Limits have been predicted for the automobile business, but, like the far horizon, the limits recede as time goes on, says Boston Globe. Predictions that the business will cease to expand and commerce to shrink remain unfulfilled. Large concerns for the manufacture of cars constantly prepare for increased production.

Besides the domestic demand, which is still unsatisfied, the demand from abroad is insistent. Countries which are not in the war must buy in our market. No other source of supply, sufficient to meet the requirements of neutral nations, is to be found outside of the war zone. The fighting nations must buy, if they are not blockaded, for their machine shops are busy manufacturing munitions. When the war is at an end the demand will remain. The United States is the only nation which produces automobiles in sufficient quantities to make them cheap.

The manufacturers of motor cars in this country have been through some rather trying times since the war started. This is particularly true of the past year, in which materials and supplies have been difficult to obtain. Economies, to which this new business has not been accustomed, have been forced upon the producers. The result has been for their benefit. In cases where prices have risen the rise was preceded by scrutiny of the cost of manufacture in every detail. Methods of saving expense have been introduced. The extravagances characteristic of a mushroom business growth have been discovered and plucked. The result is that the business is now in a condition to meet demands and competition as it has never been before.

LOOK FOR CLOGGED MUFFLER

May Be Cause of Poor Car Performance by Reducing Power of Engine—Clean Yearly.

A clogged muffler may be the cause of poor car performance, by so increasing back pressure as to appreciably reduce the power of the engine. The muffler should be cleaned at least once each year to free the openings of dirt and carbon which block the passage and hinder the flow of exhaust gas. Recently an owner who neglected to do this, who, in fact, had forgotten all about the muffler as a part of the car, caused the muffler to burst.

ONE CAUSE OF OVERHEATING

Excellent Arrangement Provides a Spring Which Takes Up Tension of Belt Automatically.

A cause of overheating that is frequently overlooked is a slipping fan belt. The fan must run at the speed intended by the designer or it will not cool the water properly. If you can take hold of the blades of the fan and spin it the belt is too loose. An excellent arrangement, found on some cars, provides a spring which takes up the tension of the belt automatically.

USE SOME LUBRICATING OIL

Mixed With Gasoline and Pumped Into Tank It Is Efficacious in Case of New Motor.

An automobile dealer says that anyone who wants to have a fine running motor should put a couple of quarts of light or medium lubricating oil in with every ten gallons of gasoline pumped into the tank. This is particularly efficacious, he says, in the case of a new motor. It will be limbered up in considerably less time and will give better service thereafter.

When the Switch Fails.

If any time you open the switch and the engine continues to run, it is due to glowing carbon or overheated engine. Close throttle, put gears in low speed, apply foot brake gently and let it clutch suddenly. This will stall motor.

Clean Check Valves.

Check valves which control the flow of oil through the pump where pressure-feed lubrication is used should be cleaned occasionally to insure perfect working.

PLAN TO STOP THE WASTE IN EGGS

Poultry and Egg Shippers to Co-operate With the Food Administration.

HOPE TO SAVE $50,000,000

Shippers Who Purchase Eggs to Pay Only for Those Fit for Human Consumption—Prompt Chilling of Eggs Is Advocated.

Washington. — New methods and equipment to save the $50,000,000 worth of eggs wasted every year in this country and make the poultry industry an effective ally in the cause of food conservation were discussed recently at a conference of representative poultry and egg shippers with the food administration.

The conference was addressed by the food administrator, G. H. Powell, and E. Hearty of his staff, and Dr. Mary Pennington of the United States food research laboratory, Philadelphia and W. F. Priebe of the food administration presided.

The waste in eggs in 1914, according to the department of agriculture yearbook, cost the country $50,000,000. This year it will be fully as large; for although the supply has gone down, prices have increased materially. Wasteful methods in handling poultry were also exceedingly expensive. The food administration made practical suggestions to remedy conditions, all of which received the approval of the conference.

Pay Only for Good Ones.

It was recommended that shippers who purchase eggs pay for only those fit for human consumption. The custom has been to buy eggs by the case, without candling before purchase. Candling later was almost always sure to show that a large percentage of the eggs were bad. To get his money back, the shipper then had to throw away the bad eggs and raise his price, which was felt all along the line to the consumer.

Chilling of eggs to 60 degrees Fahrenheit, or below, as soon after purchase as possible, was advocated. Most eggs are fertile, and the lifegerm will deteriorate fast if not chilled. Even in infertile eggs the bacterial growth develops very soon. Wholesalers were urged to equip their plants with the latest cooling machinery.

All second-grade eggs, heated, shrunken or cracked, should be marketed as often and as near the source as possible. These are usually dessicated or frozen, and are used by confectioners and bakers.

Before shipping, all eggs should be carefully rehandled and those badly "checked"—that is, with shells cracked—should be removed. Packing in standard cases is recommended, to prevent breakage. Eggs should be gathered by farmers daily and marketed at least twice a week.

Cause of Many Scandals.

The practice of selling poultry with feed, sand or gravel in their crops, which is paid for by weight with the bird, is discouraged. This crafty device has caused many scandals in the industry, and several municipal investigations, notably one in New York. Dressed poultry should be sold with the crop entirely empty. All birds should be kept in sanitary coops and yards, and as soon as dressed should be chilled to 40 degrees, or lower, to prevent bacterial growth.

The conference passed resolutions of support for the whole food administration program, including federal license for dealers.

Coin in an Apple.

Albany, Ore.—When the Rev. C. L. Schuster, pastor of the Evangelical church here, started to eat an apple presented to him at a surprise party here one evening recently, he found it contained a sufficient quantity of gold coins to pay the expenses of himself and family on a trip to the minister's old home in Ohio. He had been planning to visit his mother and the congregation, learning of this, decided to pay his expenses.

NOW ATTACK RED CROSS

Officers Directed to Trace Source of Pro-German Propaganda.—Spread False Stories.

Washington.—Pro-German propaganda, which has long busied itself against the government of the United States, has at last attacked the Red Cross so nearly in the open that General Manager Harvey D. Gibson has sent a telegram to all division managers in the United States to report to him the source of every attack.

"Rumors and innuendoes critical of and calculated to embarrass the Red Cross are being industriously circulated as part of an unpatriotic propaganda," wired Mr. Gibson. "Many stories, utterly unwarranted in fact, emanate simultaneously from too many parts of the country to be merely accidental."

Mr. Gibson intimates that the source of the propaganda will be found. He says:

"Every criticism or innuendo against the Red Cross should be immediately challenged and followed up."

The stories are of many kinds. One is that the Red Cross sells and keeps the money for sweaters and other articles given for the soldiers. Another is that nearly all money contributed goes for expenses and salaries."

Of course the stories are maliciously untrue. As Mr. Gibson says:

"The Red Cross is run as an open book. It has no secrets. It is making a sincere effort to serve mankind, and is doing it as carefully and economically as it knows how. The utmost effort is being made to give publicity to all its activities."

$200,000 for Housemaid.

Alton, Ill.—Miss Carrie Pointsalot of Alton is named the sole heiress to the large estate of Miss Matilda Lowery of Grand Rapids, Mich., who died in Philadelphia recently. The fortune, estimate at $200,000, was left to Miss Pointsalot after Miss Lowery met her on a cold November day while she was dong housework for a family living in St. Louis.

WOMEN REPLACE MEN IN MACHINE SHOPS

Ogden, Utah.—Women in overalls replacing men who have been called into the draft army or have volunteered for service with Uncle Sam's Liberty army, made their first appearance here when the Southern Pacific railroad employed about a dozen of the fair sex for work in the local repair shops.

The women will get their first experiencing in "sorting" scrap piles, separating the cast iron slugs from the malleable, and removing the steel and wrought iron. Nuts, bolts, screws and other small pieces will be handled by the women, and if they display sufficient strength and ability in this line it is planned to put them to work cleaning cars and other heavier work about the yards and roundhouses.

The "women in overalls" will receive the same compensation as that given the men who have been doing the same work.

SAWDUST IN GERMAN BREAD

Analysis Shows That About Two-Thirds Is From a Wood Product.

Rome.—That German bread is mainly sawdust is now proved by a military attache of the Swiss legation in Berlin, who returned to Rome ill with dysentery. He brought a loaf of German bread to see if it was responsible for his bad health. Berne experts just analyzed the loaf and found it contains corn, 12 per cent, barley, 22 per cent and the remaining 66 per cent was wood sawdust.

Bread tickets also are in force in Switzerland. The daily allowance is 250 grammes, about nine ounces. Sugar tickets soon will be issued, with monthly allowance fixed at 18 ounces, and rice nine ounces. Butter is to be rationed too, the amount differing with districts, but nowhere to exceed three ounces a month.

With the institution of rations in Switzerland hundreds of German and Austrian visitors left for home. One reason was they can no longer send home food by parcel post, and the other, more potent, is that under the Swiss regulations food tickets are only issued after a thorough inquiry about the visitors' nationality and business. A large inflow of people, intent on spying, thus is also stopped.

The animal was caught by a brave poilu and is now the companion of its mistress. It is submissive to one person only and that is the young lady found in the photo. Paris has taken to the idea and more than one is seen on the streets of the Parisian capital.

Now Has Another's Nerve.

Chicago.—Capt. R. Hugh Knyvett, intelligence officer of the Fifteenth infantry brigade, Australian imperial force, is on his way back to the front after being invalided home when a German shell inflicted twenty wounds. For six months he was paralyzed, but today in Chicago he was as vigorous as ever, the result, he says, of the transplanting of a nerve from another man's leg to his own.

Cuba is building a canal 30 miles long in the province of Matanzas to reclaim a large and fertile area.

AMERICANS TELL VERDUN HORRORS

College Students Who Drove Ambulances Won Honors Before Enlisted Men Came.

BATTERED VETERANS RETURN

One Volunteer Describes Havoc Wrought by Shell Dropped Among Stretcher Bearers.—Two Hit While Helping Wounded.

New York.—Some of the American college boys who went over to France last May as ambulance drivers for the excitement of the work behind the firing lines are returning home because the ambulance work has been taken over by the United States army and will be done by regular enlisted men. The following is an extract from a letter written by a Williams boy two weeks ago, who went over with his college unit to drive an ambulance at the front:

The last six weeks we have been serving in the Verdun sector with our base at Blercourt, which is eight miles from the town of Verdun. There are two front posts for the ambulances—Mort Homme hill and Hill 304, which have figured in the news of the new battle of Verdun. For two weeks the French were preparing for the attack, and the roads were only passable at night. The communication trenches were awful to get through, and were made worse by the heavy rains. One night last week two of the boys got lost in the darkness and could not find their way with their ambulance to the post. Finally they sighted two dark objects, which resembled French soldiers walking along with their big overcoats on. After jabbering their peculiar brand of French for 15 minutes without receiving any reply the lost ambulance drivers discovered that the dark moving objects were two American army mules, unable to speak or understand a word of French.

Hit While Helping Wounded.

"Two of our chaps were badly wounded at one of the first-aid stations while helping to load wounded men into the ambulance. One was blown right through the door of the shelter hut and was discovered lying unconscious beside three dead French soldiers. The boys who got them out had to go through a gas attack and a barrage fire. Two of them—each ambulance has two drivers—had no time to get masks and were very sick after it was over, but they were going so fast that there were no fatal results from the gas.

"'Mac,' one of our fraternity, has been wounded in eight places. He lost his right leg and two fingers, while his companion, 'Vet,' will have a stiff leg all his life from the effects of his wounds. They have both got the War Cross and military medals.

"The worst experience of all happened to two of our college boys—Jim Alexander and Taffy Young. While they were driving along a road lined with batteries, which the Germans were trying to locate, with a wounded man lying in the ambulance, a shell burst right beside them.

"Just before that the wounded man sat up and asked for a cigarette, and the shrapnel passed through the car where his head had been resting a few seconds before and struck the stretcher bearer, who was looking out to see where we were. He died that afternoon. Had Jim not ducked he would have lost a leg, and if Taffy had ducked he would have been badly wounded. The ambulance was shot to pieces by the shell, and they had to hold up the dying man for three hours until assistance came. During the attack we had about twenty-four hours sleep out of 184 hours, which was a fair average for all the ambulance drivers in our sector. During the German air raids one shell burst within twenty-five feet of our camp at Blercourt at midnight. The roads are nearly impassable now for automobiles. We have been treated very nicely by the French colonel in command of the branch depot, who feasted our unit with champagne, cakes and cigars, and has given us seats for all the shows gotten up by the French soldiers.

Volunteer Spirit Gone.

"Several colonels and majors of the American Red Cross have visited us to see what we are going to do now. They all admitted that we could do more for our country by enlisting in the regular army in Paris. This is for all the able-bodied men in the ambulance service. We were asked to enlist, if we preferred, in the ambulance service for the duration of the war, but it would not be the same. Most of the boys declined, and we are going to Paris to join up, including myself. The old volunteer spirit in the ambulance corps has gone forever—is now for the United States artillery or air service in search of adventure."

WOULD OMIT ONE MEAL A DAY

Wisconsin Traveling Men Have New Plan to Help in Conservation of Food.

Green Bay, Wis.—Elimination of one meal a day, as a food conservation measure during the war, is being advocated by Green Bay council, United Commercial Travelers, [illegible]

The traveling salesmen believe if a sufficient number of people will omit a meal a day, the amount of food saved will help in a large measure to enable the government to place larger supplies in the camps of the men who are fighting or in training for the war. Buttons will be distributed to traveling men willing to omit a meal a day during the war.

hills of Graham county, this state, as reported by H. B. Whit[illegible] of [illegible]monville. The discovery was made by Joseph Walsey, a cowboy, [illegible] hunting stray cattle, [illegible] but secreted in a [illegible]