

ODDS AND ENDS OF THE NOTE-BOOK

Amusing and Serious Incidents—Stories or Seascickness, Jokes, Fogs, Storms, Glaciers, Whales

(M. J. Brown)

Take bunch of from 50 to 75 people and cooped up in a little river town for two weeks, then put them on a steamer for another two weeks, and they are bound to "start something."

It was a 14-day trip from St. Michael to Seattle, and days before we left the passengers began to speculate on the possibilities of a bad storm in the Bering Sea and of seasickness.

And it was a funny proposition. Every last one of us dreaded a storm and hoped for a smooth voyage, yet those who dreaded it worst were loudest in declaring we were sure to get it.

The trip across the bay to Nome was as smooth as a duck pond and in the stay at that port the most of the passengers began to fortify for the long trip out in the open.

As for myself I just didn't do anything. I was passively and patiently resigned. I knew I would be the first to crawl into my berth and stay there, for in the many trips on water I had ever been the first to leave the deck and the last to come back.

But contrary to all predictions it didn't roll. The Bering Sea was on her best behavior and the croakers could only alibi with "wait until we get down near the Unimak pass and then we'll hunt our holes."

The boat kept reducing its speed and the fog whistles kept up a one-minute dia, night and day. Everybody was asking where we were, and none answered.

The next morning there was a general feeling of uneasiness all over the ship, and this was added to by the boat picking up a wireless order to go into Dutch Harbor and take on board 16 Japs that had come ashore in a life boat from the wrecked steamer Kotchira Maru.

Then a ship's officer with a boy demonstrator went into every berth and showed the passengers how to apply the life belts speedily. Next the anchor was swung out ready to drop and third the crew was called out for fire practice.

And with these, Nervous Appreciation had the run of the boat.

The anchor was about to be dropped when suddenly the fog lifted for perhaps 15 minutes. It wasn't necessary to take nautical observations. Dead ahead of us, it did not look more than a mile, was the rocky reef, and between us and the shore the coast abounded with submerged rocks.

That boat didn't even turn around. It simply backed up, and that very slowly. It was a very close call to add another to the many boats whose skeletons are strewn along the rocky coast of Unimak Pass.

But now out of danger, we returned to seasickness. The ocean was a little rough and one by one—ladies first—the passengers began to disappear from the steamer chairs.

And I began to feel like a real prize fighter—I was "staying."

We had a wealthy auto dealer named Johnson from San Francisco, as a passenger. He was a large, powerful man and as big a joker as he was tall. And he was a raw joker. He had made many trips on many waters and had never been sick. A woman might be extended some charity, but a man, never, and he added to the misery of every seasick man who dared to leave his door unlocked by regular calls.

I roomed with him and I dreaded the day when I would go down for the count. I knew Johnson would hand me a lot that wasn't coming to me. But day after day I went down after three meals and kept my feet.

We docked at Cordova for two and a half days to take on a cargo of copper and the sick stomachs had time to square away, and the boys held a conspiracy to get even with Johnson. We went to a policeman and told him we would give him a purse of \$50 if

he would arrest Johnson that afternoon.

The cop fell for it, but said that as it was Sunday and he must have a good excuse, we would have to "start something" when he would pull the big fellow for disorderly conduct.

When we got out of the sound and into the open a storm struck us broadside and in a very few hours half of the passenger list were in their berths.

The boat was only 30 feet wide, built in Glasgow 40 years ago. The big waves hitting her broadsides would roll over her until the upper decks washed, and Johnson warned the first mate that there was danger of the boat going so far over that the smoke-stack would dip water.

But soon after—happy day—I found the big fellow leaning hard against the ropes, when I went to the room and he was keeping an attendant very busy. The next morning I circulated the news that Johnson was down, and soon after a dozen passengers called on him. They had a piece of fat pork on a string and they dangled it in front of his face.

"Bite it, old top, its fat and greasy." "How would you like a dish of cabbage?"

"Chew on a piece of raw fish liver." And so on, each one suggested a nauseating dish, and the seasick man would gag and swear.

Then another delegation called. This bunch had one of those cartoons (ocean travelers know too well what they are for) and in it was a mess of "mulligan" they had got from the storage cook. And they tried to feed this abomination to the seasick man, offering it to him in big spoonfuls. I wanted to hit a hand in it, but I feared for the future. I knew what I would get if the seasickness should get me—so I laid off.

And between gags the sick man got this off—"Go to it fellows, do your damndest, for remember that when I get up I will make you sorry."

And he did. The ship's carpenter had to follow him. He wrecked the bunks and the men in them and when I saw the havoc I was glad I had stood neutral.

The storm increased and the sideboards were put on the dining tables. Even then a cup of coffee or glass of water would slide down, hit the board and overturn into laps. One morning I was one of only five in the big dining room. And through the entire trip I never missed a meal, or lost one. I was one of the few immunes.

Through the Unimak pass many whales kept alongside, big black fellows, and they were tame. If I had had a hook and line no doubt I could have got a strike. The leviathans would come within a few hundred yards of the boat, put on a free blowing exhibition, then hoist their big bodies three-fourths out of the water as they went down.

Every day the sporting population would play the "log," that is, throw in a dollar apiece and guess on how many miles the boat would make in the next 24 hours, the nearest guesser winning the pot. What made the matter purely one of luck was the weather conditions. A head wind or a fog would vary the usual mileage.

In the interior of Alaska an old man partially blind and in poor health, boarded the boat, on his way to the territory poor home at Sitka. In the weeks we traveled and waited together I often talked with the old fellow. He said he had always been honest and sober but misfortune and bad luck had been with him for 40 years; that he simply could not make a success of anything—not even day's work. He said he had a horror of the Sitka home, but it was not quite strong enough yet to overbalance the desire to live, but he hoped it would soon be.

"My last hope for a start was Alaska," the old man said, "but after ten years hard trying I have lost out. If they would only commit me to a home in the States I would not mind so much, but I am a resident of Alaska and they can't do it, so I must end it all in a poor house and die in a land I hate and dread."

He stopped off at Cordova for a later boat that would put in at Sitka, and when he shook hands with me he cried like a child. The North Land has many such finishes. It's the Last Hope land and fate deals many cold hands.

If you will look at a map of Alaska you will see that Unimak Pass is a narrow opening through the trail of Alaska—the tail is like that of a comet's, the Aleutian Islands—and it is easy to conceive that once there was a continuous roadway to Asia. And if you don't agree with the commonly accepted theory that the natives of Alaska came across the Bering strait from Siberia, then it will be a lot easier to think that in the ages ago they walked, or drove their Fords over by land, and that later on volcanic action submerged this connection, destroyed

the roadway and left bunch of isolated Chinamen to make a new race.

This letter ends the Alaska series and I hope the letters have been in a measure as interesting to readers as the trip has been to me.

I expect to start the next series from Europe, from the battlefields of France, and am making preparations to leave early in the spring.

If my plans carry I will be able to get up where the shell holes are yet warm and see the great conflict in its operation. And I will write you what the staff men do not write—the human interest stories, the side lights.

PROCEEDINGS OF BOARD OF SUPERVISORS

Proceedings of the Board of Supervisors of DuPage County, Illinois, at a special meeting held at the Court House in Wheaton on Monday, the 4th day of March, A. D. 1918, at 10 o'clock A. M. pursuant to call of Chair.

Meeting called to order with Chairman Roger presiding. On Roll call, all members present. Minutes of last preceding meeting read and declared approved.

All bills and communications on file read and the claims referred to the proper committees.

On motion of Supervisor Hamerschmidt the following resolution in the matter of improvement of road known as the "cut-off" extending from York Road to Butterfield Road was declared approved and adopted:

WHEREAS, the road known as the "cut-off" extending from York Road to Butterfield Road along and near the north lines of Sections 23 and 24, Township 39 North Range 11 East of the Third Principal Meridian, has been dedicated as a public highway; and

WHEREAS, the public interest demands the improvement of this road;

THEREFORE, be it resolved that we, the County Board of Supervisors of DuPage County, Illinois, request the County Superintendent of Highways to secure plans and specifications for the necessary drainage culverts along this road and a new re-enforced concrete bridge over Solt Creek, and that the contract for the same be let as soon as possible, and that the grading now under contract for this road be completed so as to make a good serviceable dirt road, and

Be it further resolved that this work be done by the County and when completed the state be requested to pay one-half the cost of grading and building of the concrete structures, as provided for in Section 15 D of the Road and Bridge Laws of the State. On motion of Supervisor Fix the following resolution for the maintenance of state aid gravel and macadam roads was declared approved and adopted:

RESOLUTION OF COUNTY BOARD FOR THE MAINTENANCE OF STATE AID GRAVEL AND MACADAM ROADS. WHEREAS, The law requires "that when a gravel or macadam road is constructed, the county shall pay one-half the cost of its maintenance;" and

WHEREAS, The law requires that the maintenance of all State aid roads is under the jurisdiction of the State Superintendent of Highways, and WHEREAS, It is necessary to pay all maintenance bills to secure satisfactory and economical results; therefore, be it

RESOLVED, by the County Board of DuPage County that there is hereby appropriated from funds in the hands of the County Treasurer the sum of Four Hundred (\$400.00) Dollars or as much thereof as is necessary to defray the county's portion of the cost of maintenance of State Aid road known as Section C for the period ending Dec. 31st, 1918, and be it further

RESOLVED, That the County Clerk is hereby authorized to draw orders on the County Treasurer in the payment of the maintenance cost of said road upon receipt of itemized bills properly approved by the State Division of Highways. On motion of Supervisor Hamerschmidt the salary of the clerk in Messrs. Gates and Heaton's office was increased \$10 per month, making same \$70.00 per month payable from March 1st, 1918.

On motion of Supervisor Hamerschmidt the clerk's salary in the sheriff's office was increased \$10.00 per month, making same \$60.00 per month payable from March 1st, 1918.

On motion of Supervisor Miller the matter of cleaning the walls of halls and offices on the 1st and 2nd floors of the courthouse was turned over to the Court House and Grounds Committee with power to act. On motion of Supervisor Fix, Mr. C. B. Blodgett was instructed to secure a bronze tablet in memory of three Revolutionary soldiers who are now buried in DuPage County.

On motion of Supervisor Hamerschmidt the board took a recess to 1:30 P. M. On reconvening for the afternoon session the committee on Claims made the following report, which on motion of Supervisor Fix was declared ap-

proved: Mr. Chairman and Gentlemen of the Board of Supervisors:

Your Committee on Claims would beg leave to report that they have examined all claims presented before them, and recommend the payment of the following, and that the clerk be directed to issue orders for the several claimants, to-wit:

A. L. Webster, rent of telephone, \$6; Dr. W. Truitt, Professional services, \$3; R. T. Morgan, Postage and Express, \$16.06; Wm. Liebowitch, Livery for Coroner, \$12; Chas. W. Hadley, telephone tolls, \$19.81; N. E. Matter, Co. Treas., Care of County Inmates, \$147.75; N. E. Matter, County Farm Expenses, \$152.62; Illinois Printing Co Supplies for Supt., \$30; Zion Institution and Industry, Supplies, \$7.65; P. F. Pettibone & Co., Supplies, \$342.16; Wheaton Laundry Co., laundry, \$6.71; Western United Gas & Electric Co., Gas and electricity, \$2.25; Manual Training School, Care of Patients, \$151.50; Reliance Electric Co Maintenance of Burglar Alarm, \$25; Illinois State School and Colony, Care of County Patients, \$79.90; West Chicago Press, Printing, \$6; Aurora Rubber Stamp Works, Rubber stamps, \$2.15; R. S. Standinger, Expenses to Convention, \$7.50; Edwin Hancock, Man of Hinsdale, \$7; Acme Chemical Co., Supplies, \$20.75; John F. Hesterman, Expenses, \$63.26; John F. Heaton, board for prisoners, \$100.50; Aurora Elgin & Chicago R. R. Co., Repair work, \$6.36; F. E. Wheaton & Sons, Lumber, \$5.40; Dr. Thos. Lawton, Care of transient paupers, \$6; H. W. Wheaton, Team and Labor plowing snow, \$1.50; J. B. Sternberg Freight & Cartage, \$1.37; A. L. Hawker, Electrical supplies, \$4.20; Guck, Hahn & Stolze, Labor, \$4.25; W. J. Fox, Draying, \$5; James E. Kennedy, Committee work and expenses, \$3.65; A. D. Miller, same, \$3; Charles H. Biermann, same, \$3.70; A. W. Kohley, same, \$8.40; C. B. Blodgett, same, \$12.00; Wm. Hamerschmidt, same, \$11.50; George Fix, same, \$9.00.

Respectfully submitted, Charles H. Biermann, Chairman

On motion of Supervisor Kohley the following report of Committee on Fees and Salaries was declared approved: Your committee on fees and salaries would beg leave to report that they have examined all claims presented before them, and recommend the payment of the following, and that the clerk be directed to issue orders for the several amounts to the several claimants, to-wit:

Chas. W. Hadley, Salary as States Atty., \$775.00; Wm. DeWolf, Deputy fees, \$32; George F. Leinke, Deputy fees, \$92; John F. Hesterman, Clerk Hire, \$50; James Shaw, Court Reporting, \$500; W. H. Johnson, Justice fees, \$10.60.

Respectfully submitted, William J. Yackley, Chairman

On motion of Supervisor Hamerschmidt the Board adjourned to Monday, April 1st, 1918, at 10 o'clock a. m. A. A. Kuhn, Clerk

PAY YOUR DELINQUENT TAXES NOW

To N. E. Matter, County Treasurer, Wheaton, Ill.

Statement of Township Collector gives correct amount of tax if paid before April 1st. Send statement with remittance. In writing for statement give lot, block and subdivision, or section, town and range.

COSTS—After April 1st add three cents for each description of town lots and acre property.

After April 10th, add thirteen cents for each description of town lots and twenty-three cents for each description of acre property.

After May 1st add sixteen cents for each description of town lots and twenty-six cents for each description of acre property.

INTEREST—After May 1st add one per cent. After June 1st add two per cent.

Judgment will be applied for on the first Monday in June against all property on which taxes or special assessments remain unpaid at that date. Tax sale begins the second Monday in June.

Remit by certified check, draft or money order. Uncertified checks will be taken only for collection and Receipt sent when collected. Postage stamps not accepted.

If you want to keep out of the Delinquent Tax Sale, pay your taxes before April 10th.

N. E. Matter, Co. Treasurer

"TOM THUMB"

A Notable Famous Players-Paramount Production of Mark Twain's Favorite Story, with Jack Pickford in the Title Role.

As a photodrama "Tom Sawyer" is bound to arouse high expectations,

Saturday, Mar. 16th Matinee 3:30 Mary Anderson in "Sunlight's Last Raid" Burton Holmes Travel Picture—"Kyoto, the Ancient Capital" Also a Big V Comedy Matinee 3:30 Admission 10 cents to all. Evening one Big Show: 7:45; Admission 10 and 15c. Including tax.

Tuesday, Mar. 19th Special Matinee 3:30 Jack Pickford in "TOM SAWYER" Victor Moore in "Oh! U Boat" Matinee 3:30; Admission 10 cents, including War Tax Evening one Big Show at 7:45; Admission 10 and 15c including Tax.

Thursday, Mar. 21st Matinee 3:30 Lina Cavalieri in "The Eternal Tempress" Sidney Drew in his latest Comedy Ford weekly, and Paramount Pictograph Matinee 3:30, Admission 10c including Tax Evening one Big Show 7:45; Admission 11 and 17c; Including Tax

DICKE THEATRE Soldiers of the Switchboard WE HAVE HELPED, and helped mightily, during the past year. Day and night we have been at our posts speeding on the Telephonic Messages of the Millions. With our fighting equipment of cords and plugs and flashing signal lights, we have cleared and directed the channels of the Nation's Speech. Our orders have come from the highest of authorities—from average Americans using the Ten Million Telephones in the homes and offices in our Country. Faster and faster they have come, passing swiftly through our switchboards where the insistent, twinkling, flashing, fiery lights summon us to action. Throughout Our Country thirty million times a day we have been called; we have answered, and we have obeyed. Government, Army, Navy, Liberty Loan, Red Cross, Citizen—we have helped them all—and it is well. For we are the Soldiers of the Switchboard, welcoming the responsibilities and opportunities to contribute our share to AMERICAN VICTORY. CHICAGO TELEPHONE COMPANY

an atmosphere. Even genuine stern-wheel river boats are used when a search is made for the bodies of Tom Sawyer, Huck Finn and a boon companion, at a time they were camping out on one of the low-lying islands of the Mississippi river. Besides fidelity and good taste in settings and exteriors, the director has added greatly to the general sum of values by amusing bits of psychology among the various types. Will be shown at the Dicke Theatre next Tuesday, March 19th. Special matinee at 3:30.

THE THIRD LOAN FOR LIBERTY

The campaign for the Third Liberty Loan will be opened on the 6th of April, the anniversary of the declaration of a state of war between the United States and Germany. The amount, terms, and conditions of the loan are dependent upon further legislation and will be announced as soon as Congress has granted the necessary powers. Secretary McAdoo chose the 6th of April as the day to open the campaign as the most fitting date to call for a patriotic response to the summons to duty to every American, to ask from the people at home the same fervent patriotism that actuates our gallant sons on the battlefields of France and on the waters of the Atlantic.

Production of Salt. About 51 per cent of the salt produced in Russia is from lakes, 23 per cent being obtained by evaporating brine pumped up from bore-holes, and 26 per cent by mining beds of rock salt.