

GLIMPSE FROM PAGE OF FRENCH HISTORY IN DARK DAYS OF 171

Removal of Capital to Bordeaux Revives Memory of Country's Plight After German Conquest.

By GEORGE DUFRESNE Staff Correspondent of the International News Service. PARIS, Sept. 18.—The sitting of the French capital at Bordeaux during a part of the great European war, and the transfer of the Belgian capital from Brussels to Antwerp, brings vividly to mind the days of 1870-71, when the French capital was moved to Bordeaux.

It was to Bordeaux that the seat of delegated Administration was removed early in December, 1870, when the army of the Loire was beaten and the Germans recaptured Orleans, from which they had been driven out a month before.

The Provisional Government, which seized the Administration of France on the downfall of the Empire at Sedan, remained nominally in Paris throughout the siege. They were called derisively by their opponents "The Government of the 73 Lawyers," because of the great preponderance of lawyers in their ranks.

At first there was a truce of parties. But that lasted less than a month. The Provisional Government were timid and lacked decision. They continually changed their minds on the pressing question whether the municipal elections should be held or not.

A FEEBLE GOVERNMENT. In the circumstances in which France then found herself it was in every way unfortunate that councils of both of the Government and of the military authorities of Paris were subject to the clamorous pressure of the Paris crowd.

Early in September the Provisional Government had dispatched a delegation to Tours with the object of organizing resistance in the provinces. But they met the strong people. A caustic observer said:

The Government here consists of M. Clemenceau, a highly respectable person; of M. Glais-Bizot, an eccentric who wastes much of his colleague's valuable time by the development of crack-brain notions; and of Admiral Fourichon. As delegate of the Ministry of the Interior we have M. Loubet, and Count Chandorey is an excellent representative of the Ministry of Foreign Affairs.

GAMBETTA ON THE SCENE. He had escaped by balloon from the besieged city, and the perforation of his first speech at Tours gave the keynote of his policy.

CAREFUL PLANNING NEEDS TO PROVIDE FOOD FOR ARMIES

Success of Field Campaign Largely Depends Upon Success of Commissary Department.

How an army in the field gets its food from day to day is an interesting story that is told in the Scientific American.

The supply train of an infantry division carries two days' field and grain rations. In the late afternoon or at the end of a march or close of a combat the division commander directs the field trains to move up immediately in rear of the troops, and informs the commanding officers of organizations that one day's rations have been ordered to a designated place.

There are two methods of supplying an army in the field: First, by consignments of supplies forwarded by the service of the line of communications and distributed as above briefly indicated; and second, by utilizing the resources of the country.

It is generally necessary to utilize to the fullest extent the food, especially the forage, available in the theatre of operations. In former times the invader possessed the right of booty and pillage, the resort to which was most unfortunate for the army, as it embittered the population and demoralized the troops.

THE ARMY IN THE FIELD. The success or failure of the campaign depends on the success of the commissary department. He is assisted by a large and numerous staff to enable him to carry out the varied and multitudinous duties assigned to him, and, in addition, has a competent force of engineers to construct and preserve order along the line of communications, guard the depots of supply, and protect the line from attacks by the enemy.

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AERIAL WARFARE OFFERS PROBLEMS TO MILITARY MEN

New and Confusing Elements Introduced Into the Fighting Art as Developed in Flying Machines.

The aeroplane has introduced a new and confusing element into the art of war, for its rapid development has made it one of the best means for obtaining information concerning an enemy; and not only can they be used for dropping bombs within the enemy's lines, but the big airships are even provided with rapid-fire guns.

There are two means of combating a flying machine. Many military students contend that the way to destroy an aeroplane is to put a machine rifle in another aeroplane and attempt to combat it in the air.

Among the difficulties experienced in the fact that the aeroplanes move very rapidly, making it difficult to follow them through the sights of the gun. Another difficulty to be encountered is the fact that the required angle of departure for a projectile to reach a certain range varies as the target moves above the horizon.

It is also a difficult matter to estimate the distance to these balloons, and the rapid movement of the balloons, due to the rapid movement of the wind, at times almost impossible. In some cases experiments have been carried on with a view of firing projectiles with burning fuses, but these have not been successful.

THE AIR SCOUTS. Scouting by airship is a new feature in the war game, and the effects of the information derived by this means on the conduct of campaigns will be eagerly studied as illustrated by the maneuvers in the war in Europe.

DRIFIBLE AN ENIGMA. While the aeroplane has proved its utility both in the Morocco and Balkan campaigns the dirigible is still a military enigma.

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WICKED ELEPHANT, FOR YEARS IN CHAINS, HAS BECOME GENTLE

"Bold, Bad Gunda," Who Once Had Murderous Disposition, Shows Evidence of Change of Heart.

NEW YORK, Sept. 21.—Gunda, the bold, bad Indian elephant of the Bronx Zoo, which for two years past has been chained in his cage by one hind foot and one front foot, unable to move except for a swaying motion of the body, has been given some measure of freedom.

Not yet is he allowed to have free run of the inclosure outside his quarters, but a heavy wire cable, some 60 feet long, has been run from the fence around his pen to the cage inside of the house, and Gunda's only remaining chain, on his right fore foot, is attached to a ring which runs along the cable.

Gunda was tied up originally because of numerous attacks which nearly cost the life of Walter Thuman, one of his keepers. He was vicious, said the Zoo officials, and must be kept tied up as a measure of necessary precaution.

EVIL FOREBODINGS UNREALIZED. But this pessimistic foreboding, so generously anticipative in its view of the elephant character, has not been realized, Dick Richards, who with Thuman, chaperones the elephants, rhinoceroses and hippopotamuses of the Zoo, says that while the transfer was being made Gunda was extremely docile, and that since then he has behaved with unexampled mildness.

CHANGE OF HEART EVIDENT. The matter came to a head last Monday, when Colonel Alfred Wagstaff, the president, and William K. Horton, the manager of the Society for the Prevention of Cruelty to Animals, who have been working in Gunda's behalf ever since attention was first called to the elephant's plight, paid a visit to Dr. Zoellner, the zoo's director.

DREXEL ENROLLMENT LARGE. An unusually large enrollment at Drexel Institute for the present school year was predicted today by Dr. W. Hollis Godfrey, president of the school.

MAYOR BLANKENBURG RESTING. Chief Executive Remains at Home Today Owing to Fatigue. Mayor Blankenburg did not go to his office today, it is reported, owing to fatigue as the result of a long automobile ride yesterday.

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RAILROADS URGED TO ADOPT GREATER EFFICIENCY PLANS

Roadmasters of Country Want Motor-driven Machinery to Supplant Old Hand Methods—Say Saving Will Be Large.

Larger application by the railroads of the country of scientific efficiency principles in their equipment departments is being strongly urged by the Roadmasters' and Maintenance of Way Association of America.

Statistics compiled by the association show that while the weight of tracks used by railroads throughout the United States has increased but 37 per cent. in the last 20 years, the unit load hauled over the tracks has in some cases increased more than 200 per cent.

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DICKINSON SQUAD OUT. Eleven at Carlisle Ready for Opening Game Saturday. CARLISLE, Pa., Sept. 21.—Coach Harrington is back and will put the Dickinson squad through a stiff practice today.

TO BUILD NEW SPEED BOAT. Owner of Ruined Arkley Deep Plans Another Craft. NEW YORK, Sept. 21.—Count Casimir Mankowski, whose motor yacht Arkley was seriously damaged by fire while racing against the Challenge Cup, is expected to have another high speed play boat built.

Football Gossip. PRINCETON, N. J., Sept. 21.—The Princeton football squad will get down to real work today in preparation for the opening of the season.

ANN ARBOR, Mich., Sept. 21.—Charlie Barton, veteran end, sustained a broken nose in scrimmage Saturday, an examination disclosed last night. The Kentuckian will be out of rough work for a week or two, but will practice as usual.

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OFFICIAL AGENTS OF WAR HELD UP BY CENSOR IN ENGLAND

Gain of \$46,182 Noted in Receipts of All Companies in First Half of Year. Total Exceeded \$3,000,000.

LONDON, Sept. 21.—The difficulty under which correspondents of American newspapers are working in trying to send reports of the war by cable is well told in the following letter, written by the London correspondent of the New York Times, and printed in the Times:

"I have read with much pleasure in the Times this morning the leading article headed 'The Judgment of America.' I have the honor to represent in London a famous New York newspaper, the news service of which appears in a very large number of important newspapers throughout the United States, Canada, the West Indies and South America.

"We have asked for but received no information of what is to be considered as a matter that could not be cabled to America. We have, however, by the costly process of experiment, that neither matter which appears in the London newspapers after passing the censor nor even the official announcements of the press bureau are necessarily available for publication in America.

FORM YACHT CLUB. Mt. Royal Advocates of the Sport Elect Officers. For less than a year Charles W. Glasser, secretary of the Regatta Committee of the Ocean City Yacht Club, Ocean City, N. J., and former commander of the Pennsylvania Yacht Club, has been working like a Trojan to get the men who reside in the town of Mt. Royal to form a yacht club.

CONDITION OF REICHSBANK. NEW YORK, Sept. 21.—A wireless message from Berlin says that the specie reserve in the Reichsbank last week increased 100 million marks, and the circulation notes decreased 8,000,000 marks.

PROVISIONS. A large quantity of provisions and other supplies were received at the Philadelphia Electric Company's plant at 11th and Market streets, Philadelphia, Pa., today.

VEGETABLES. Market prices for various vegetables were reported today. Potatoes are at 1.00 per bushel, and onions at 1.00 per bushel.

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INCREASE IN FIRE INSURANCE PREMIUM COLLECTIONS HERE

Gain of \$46,182 Noted in Receipts of All Companies in First Half of Year. Total Exceeded \$3,000,000.

Gain of \$46,182 is recorded in the amount of fire insurance premiums collected here during the first six months of this year by all of the companies doing business in Philadelphia.

PHILADELPHIA STOCK COMPANIES. Atlantic City, N. J., Sept. 21.—The following table gives a record of the stock and bond companies during the period, compared with income for the first six months of 1913:

Table with 2 columns: Company Name and Amount. Includes Philadelphia Mutual Companies and Philadelphia Stock Companies.

PHILADELPHIA MUTUAL COMPANIES. Atlantic City, N. J., Sept. 21.—The following table gives a record of the stock and bond companies during the period, compared with income for the first six months of 1913:

Table with 2 columns: Company Name and Amount. Includes Philadelphia Mutual Companies and Philadelphia Stock Companies.

RAILROAD EARNINGS. SOUTHERN RAILWAY. Second week ending Sept. 19, 1914. Dec. 1913. Total for 1914. Total for 1913.

PUBLIC UTILITY EARNINGS. THE CLEVELAND RAILWAY COMPANY. The Cleveland Railway Company has been authorized by the Ohio Public Utilities Commission to issue and sell at par 500,000 shares of common stock.

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