

BOTH RANK AND FILE OF MILITIA DISAPPROVE OF HAY ARMY BILL



Above: Off for Mexico without horses. Motorvans dragging guns of a militia battery. Below: Going to the border without training or equipment. Raw recruits of the Essex troop of New Jersey.

AUTOMATIC LAND CRUISERS WAS DEVELOPED BY AMERICAN PURELY IN AN EFFORT TO SELL ENGINES

An idea of the immense size interior arrangement and ornament of the new British tanks may be gleaned from the above etching. They are 2 3 feet long, carry at least seven machine guns and have created fearful havoc among the Germans.

It is now generally admitted that the armored tractor car which met with such wonderful success in the

Curls and Waves

Moisten hair with atalpa water if you want curls and waves to last and look natural.



Girls! Try this! Before curling or waving your hair with pins, papers or a heated iron, just moisten each strand with atalpa water and you will be delighted how natural the curls and waves appear and how long they last in spite of wind, dampness or perspiration. A few ounces of atalpa water will cost very little at any drug store and there is nothing better to help retain the curls and waves or to soften, gloss or fluff the hair and to make it look thick and abundant.

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great battles on the Somme front is originally an American invention. It is true, as David Lloyd George says, that the big machines were built by the munitions department and that Colonel Winston Spencer Churchill urged their adoption at an early stage of the war, but the idea came from the United States.

On Monday, August 23, I saw General H. W. Moir, controller of munitions inventions at Whitehall, London, informing me that I had left a blueprint of the caterpillar tractor with full particulars with Colonel Holden of the A. S. C. British War Office, prior to my departure for Paris. General Moir was so interested by my verbal explanation that he immediately sent me to Colonel Holden with a letter stating that he was to obtain these blueprints at once.

On Wednesday, August 25, I received a letter from the Naval Armored Car Division at Pall Mall, asking me to attend a meeting of officers who were going to confer in regard to the caterpillar tractor. I attended this meeting as requested, which extended for several hours, and was advised that the matter would be taken up further with my departure.

On Tuesday, January 11, 1916, I was fortunate to meet my personal friend, Monsieur Corcas, secretary of M. Albert Thomas, Minister of War. Corcas was very much perturbed that I should have left Paris in August of last year very suddenly, as it seems that the Minister of War and other high officials were so very interested in the caterpillar tractor as submitted that they desired a further conference with me, but were unable to accomplish this, owing to my departure.

In the sketch as carried over the seas by Mr. McNab, Mr. Leeds had no thought of presenting a finished product. The question of proper armament and its disposition was one to be settled by men expert in modern ordnance, not by an American engine builder. What the American wanted was to sell engines and at one time in the negotiations, according to Mr. McNab's statement, and more particularly found in correspondence and cables which are in the file containing the full record of an engine contract were bright.

The land cruiser as submitted to the war office was sketched in about the smallest dimensions which would be effective; there were no mechanical obstacles to be overcome in the building of much larger machines. The length over all is 23 feet 6 inches; the width, 10 feet; the height, 11 feet. The distance between centers of drive wheels is 16 feet. The alligator type more common caterpillar type because of the greater bearing surface which would enable it to cross trenches of about 8 feet in width and would give it more stability and traction on badly broken ground and because it would have no exposed front wheels to become caught or shot away.

Time will tell how much has been borrowed from these sketches in the building of the "tanks," as Tommy Atkins terms them.—W. E. Freeland, in the Iron Age.

HELPFUL HINTS

A Dutch oven is the finest thing in the world for cooking pot roasts, poultry, game, beans, etc. Be sure, though, to buy one of the new-fashioned kind without legs.

A handy dishpan for camp or picnic use may be made by cutting a five-gallon gasoline can in half from top to bottom, turning down the sharp edges and rolling the ends over to serve as handles.

Rice porridge is a substantial and edible dish. Melt Eastern cheese in saucepan, add milk, pepper and salt, and stir in cold boiled rice and cook until the rice is thoroughly heated through. Serve hot.

A touch of garlic greatly improves the flavor of a lettuce salad. A home cobbling outfit is an economical and handy possession with a handy man to go with it.—Farm Life.

G. O. P. NOMINEE DIES

Grand Rapids, Neb., Nov. 7.—S. R. Barton, Republican candidate for Congress from Nebraska, died to-day of acute pneumonia.

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CROWN PRINCE IS OFTEN IN TRENCH

His Ambition Is to Know Personally Every Man in His Command

Berlin, Nov. 6.—The personal human side of Crown Prince Frederick William is portrayed in an unusual way by Karl Rosner in the "Lokal Anzeiger" in the course of a description of an auto ride Rosner had with the Crown Prince recently.

As a long column of soldiers passed the automobile on their way from the front to reserve positions the Crown Prince, as far as was possible, greeted each of the soldiers personally. He reminded the correspondent of the time when he had only the Argonne army and said he had made it his business to know each private personally if possible.

Shortly after he received charge of an entire army group, the Crown Prince in Berlin visited a hospital and found one of his old troopers wounded. In conversation with him the Crown Prince asked if the soldier knew the Crown Prince, and received the following answer:

"Yes, indeed. The Crown Prince is often with us in the trenches. But if I may be permitted to make a suggestion, Frau Kr-nprinzessin, tell your husband he ought not to come there."

The Crown Prince, according to Rosner, followed up the story with the following comment:

"My wife sent me the message all right, though it did not do much good.

"You see, here with the huge numbers of men that are under me, I cannot come into a close personal touch with the individual as I would like to, but I believe that here, too, the men know that each single one of them is a personal factor whom I never forget for a moment. He is a human being, as I am—a part of our German people. That which gave us superiority and strength over others is this feeling on the part of the German army leaders, and this respect for and ethical estimation of the individual—for when all is said and done we are fighting for the maintenance of Germany and the future of the German blood.

"So it is that we prepare each move down to the smallest detail in order that results may be achieved with the least possible sacrifice of the costliest of all treasures—blood."

Referring to his command in the Argonne, the German Crown Prince declared it was his pleasure to know each individual and that each man knew that he reckoned with each man individually.

Tell Humorous Story About George Martin

George Madden Martin, as everyone knows by this time, is not, as a little Chicago girl suspected, an old man with a white beard, but a very energetic, warm-hearted, executive woman, living, as she says, the very best years of an always busy life. Mrs. Martin lives Anchorage, among the rolling hills which surround Louisville, Kentucky. Every boy or girl, black or white, in the whole country around there seems to be a very ardent fan of rank of special admirers among her own negro servants, who look with wonder and awe at the printed pages of Mrs. Martin's book, "A Warwickshire Lad," a story of the boyhood of William Shakespeare.

One morning he followed Mrs. Martin from the breakfast table into her sitting room, with an almost weird expression on his shiny little face. He was obviously very worried and after edging around the room and seeming to try very hard to get his vocal organs into good working order, he timidly asked "Miss Georgie" if he might ask just one question. When permission was granted the story of his trouble came out like this:

"I purty neah got into trouble about yo' las' night, Miss Georgie, with dat Tony Fanelli, de fruit sto' boy. We had words, and I 'most had to fight him."

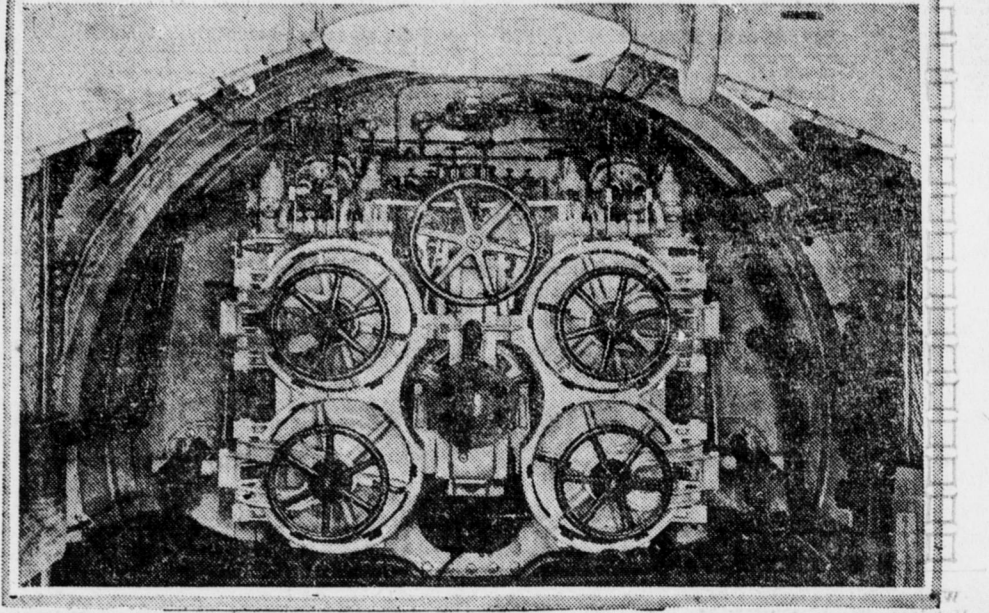
"Fight Tony, Charlie? What about?" asked Mrs. Martin.

"Didn't you write dat 'are Shakespeare' book, Miss Georgie?"

"Yes."

"Well, ah said yo' did up at de sto' las' night, an' Tony he don said yo' didn't. He said a man named Shakespeare done write dat book his own self."

INTERIOR OF THE LATEST OCEAN-GOING WAR SUBMARINE



TORPEDO TUBES OF A SUBMARINE. THIS IS THE FIRST PHOTOGRAPH EVER TAKEN SHOWING THE MECHANICAL MARVELS OF AN UNDERSEA BOAT. Notwithstanding the fact that the crown for submarine building has been placed on the inventive head of the German, the fact remains that the very many mechanical devices now in use on the great ocean-going submarines are the fundamental ideas and inventions of Americans.

Why

Excessive upkeep

When the venerable American bird on the back of that shiny-piece in your pocket cries out against the high cost of flivving, you wanta adjust your goggles, pull down your vest and look the matter squarely in its good eye. Poor lubrication, with its direct relation to so many car-troubles, is the first line of trenches to be taken in the Battle against Excessive Upkeep.

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