

**Bolshevik Agitator Executed in Bavaria**

By Associated Press. Munich, Bavaria, June 7.—Levine Nissen, the Bolshevik agitator who was one of the leaders of the Munich Communist Soviet regime, was executed at noon Thursday at Stadelheim, outside the capital. He was convicted and the Bavarian cabinet refused to commute his sentence, maintaining that he was the cause of the civil war in Bavaria and deserved no mercy.

**Will Oppose Sale of British Ship Syndicate**

By Associated Press. New York, June 7.—Directors of the American International Corporation, a large stockholder in the International Mercantile Marine Company, announces that they had instructed their executive officers to vote against the proposed sale to a British syndicate of the international company. The American International Corporation controls at least 80,000 shares of the International Mercantile Marine Company, according to the latter company's stock books as disclosed at the recent annual meeting. The former concerns' opposition to the sale was voted at a meeting of its board of directors yesterday.

**Application Of Tires**

**TIRE TALK NO. 3**

By GEORGE G. McFARLAND  
Local Firestone Dealer

The careful application of tires is quite as necessary as the choice of the correct type. Especially should the best adaptation of tire to rim be made a subject of concern.

Before applying a tire all rust and other foreign matter should be carefully removed from the rim. If rust has formed on the rim it will cause trouble at some later time, apart from the corroding influence of the rust. If tires have been driven 'dented' at any time mud will probably have accumulated on the rims, and unless this is removed the tires cannot seat or fit properly. The danger of pinching inner tubes can best be reduced to a minimum by dusting soapstone or powdered mica on the rim, so that the tire beads will slip into the correct position easily.

Inflated the inner tubes just enough to round them out before placing them inside the casing. Do not use tubes of the wrong size, and be sure that the valves are equipped with spreaders adapted to the particular type of casing used, clincher, quick detachable clincher or straight side. Valves in Firestone tubes are equipped with a universal spreader, and therefore are suitable for use in all three types.

Dust the inside of the case and the inner tube with powdered mica or talc. This will reduce friction and prevent adhesion of the tube to the case after they have been heated in service.

When the tires have been removed for some reason, it is a good idea, when reapplying, to reverse them,

that is, to place the worn sides of the tires toward the car. It is not very generally known, though it is a fact, that almost all of the side wear on a tire occurs on the outside; that is, on the side away from the car. The life of a tire may be prolonged to such an extent that a great deal higher mileage may be secured by turning the tires about occasionally to secure even wear upon both sides.

I said that tire and rim should be suited to each other. If straight side tires are to be used on clincher rims, filler beads ought to be fitted in the rim clincher to keep the side walls of the casings from being chafed and gouged. To avoid as much as possible the tendency of straight side tubes to lift up from the rims at the inner edges of casings and in this way permit a rolling motion sideways, it is advisable to have more spread between the casings than is needed for beads of the clincher variety.

The best way, therefore, to use straight side tires on clincher rims is not to use them at all. The two types don't mix.

Concluding this subject, the importance of using flaps should not be overlooked. Whether clincher or straight side tires are employed, both rings should be in position. A few folks really don't know these last two things; more people know them and don't do them.

(To be continued next Saturday.)

**BRITISH ACE DIED UNKNOWN**

His Record Was Not Checked Up Until After Armistice

By Associated Press. London, June 7.—The late Major E. W. Mannoek was the leading "ace" of the British aviation corps but it was not until months after the armistice that the fact was known and he never will be officially credited by the Air Ministry with being England's premier flyer. It was the policy of the Ministry during the war not to proclaim individual exploits and it has not been changed since fighting ceased.

The record of Mannoek's eighteen months' service is most unusual. He started by outwitting examining physicians in concealing the fact that he was blind in one eye. At 29 years of age he was older than most of the pilots in training but he seemed to lack nothing required of a successful air fighter and soon qualified and went to France.

Immediately he adopted tactics peculiar to himself and it finally was a deviation from those tactics that brought him down. He always flew very high and enticed his adversary into a high fight but, in bringing down his seventy-third German, he chased his falling foe too near the ground and a bullet from an anti-aircraft gun ended his career.

Officers of the Royal Air Force have acclaimed him the greatest air tactician in the service. He had none of the eccentricities prevalent among successful French aviators but he was scientific, persistent and dogged. One of his brother officers recently said that he had seen Mannoek stalk a Hun for an hour or more, attempting to gradually draw him higher and then, when the slightest opportunity for advantage presented itself, he was on the foe like a cat.

Although Mannoek was presented with the Distinguished Service Order and the Military Cross it was not until the thousands of records of pilots were checked in the Air Ministry here that it was known that he had more Germans to his credit than any other British aviator. This fact was allowed to become known at the ministry but not officially.

**Advice to the Lovelorn**

By BEATRICE FAIRFAX

DAUGHTER OF A RADICAL

DEAR MISS FAIRFAX:

I have been going about with a girl for seven months and we like each other very well. She is 18 and I am 19. Now, Miss Fairfax, my parents strongly object on account of her family, her father being a strong radical Socialist. But I tried to explain to them that I am not marrying her family, but their daughter, yet nothing helps. Now, will you please help me out of this by giving me some advice.

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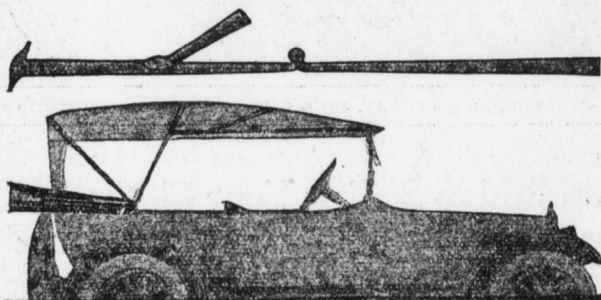
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**Discover Secret of Making Artificial Mother-of-Pearl**

London, June 7.—The secret of another German key industry has been discovered, the manufacture of artificial mother-of-pearl. J. W. H. Dew, a Fellow of the Royal Society of Arts, found the process after much patient experimenting.

Dr. Dew was engaged during the whole period of war in reconstructing, step by step, the method of manufacture.

Artificial mother-of-pearl is used for making fancy buttons, dress trimmings and many other articles. Before the war most of it came from Germany.

**SENDING HOME SOUVENIR GLOVES**

Yanks Learn Many Points About Them in Grenoble Factories

Grenoble, France, June 7.—In sending home souvenirs, as in other things, the army moves as a unit. War trophies were the style in souvenirs for awhile, but now shoulder straps cut from the uniforms of dead Germans are passe, and Boche helmets are no longer the range.

Lace followed them as a fashion, and now it's gloves. The doughboys all over France and Germany are sending back gloves by the thousands of pairs.

This newest style in souvenirs undoubtedly started up here in Grenoble, the center of one of the greatest glove industries in the world. Its 200 glove factories, some of which turn out the most expensive and best-known gloves to be had in the United States, have always before been closed to all visitors, except those with special invitations. Then Grenoble was made a leave area for the A. E. F., and the Y. M. C. A. asked and received permission for the American soldiers to visit the factories one day a week.

The result is that the doughboys here on leave know more about gloves than do the women who will wear the ones they are sending back home. Any of them can tell you that gauntlets are the very latest thing, that three-fingered gloves are smarter than two this season, and that the newest white gloves of all are dyed on the inside to match the gown. They have learned so much about kid that they can almost tell when they see one browsing on the mountainside whether he would make two pairs of gloves, or three and of what quality. The American soldiers know all about gloves, in fact, except the size they need for their women folk.

**Canadian Officer and His Virginia Bride Whom War Romance Took to Europe**



MAJOR AND MRS. CHARLES HENRY POZER.

Just after they were married in 1918, Major Charles Henry Pozer and his wife went to England. She was Miss Kitty Steele Barrett, daughter of Dr. Kate Waller Barrett, of Alexandria, Va., and well known in Washington. He was then a lieutenant in the Fourth Canadian Railway Troops. When he went to France, she entered the Canadian Army Service Corps, and drove an ambulance in London for more than two years. Her husband, who had become a major by 1918, was mentioned in dispatches received from General Sir Douglas Haig.



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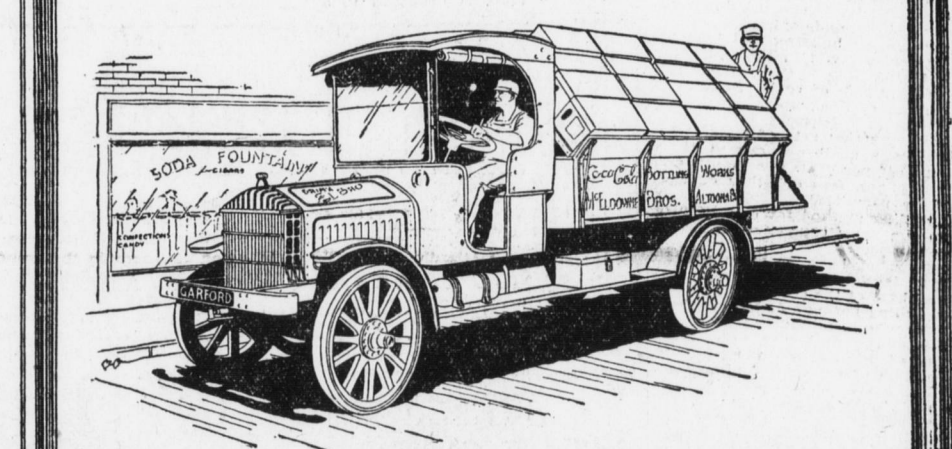
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