



WHAT IS LIBERTY?

Do you think that you inherit liberty merely by being born, that it comes to you without effort just as you inherit eye-sight and your other natural possessions?

If so, you are making a great mistake.

Liberty is something that cannot be had for nothing. That is why it was said in the old days: "Eternal vigilance is the price of Liberty."

In these days

LIBERTY BONDS ARE THE PRICE OF LIBERTY

If you prefer American liberty to military autocracy, then you must do your share to see that it is not overcome and trodden under foot by the enemy.

If you cannot fight the enemy with gun and sword you can fight them with your money by buying LIBERTY BONDS so that America's brave soldiers will never lack anything that they need to help them to win the war and preserve Liberty.

Every LIBERTY BOND you buy is a blow struck in the cause of Liberty.

**BUY LIBERTY BONDS
AND BUY THEM NOW
FROM ANY BANK**



First National Bank INDIANA

as a patriotic contribution
towards winning the war

TRICKSTERS DUPE ENGLISH RAILROADS

Show-Your-Ticket System Fails
to Balk Crafty Brighton
Travelers.

British railroad officials have had so many cases of passengers beating their way since the railroads were taken over by the government that the railroad executive instituted a rule that every passenger, whether commuter or otherwise, should produce his ticket on all occasions when passing the barrier.

This action presented a great deal of legal business and stopped practically all fare jumping. Persons failing to produce their tickets had to pay whether they were the owners of a ticket or not, and the courts have maintained the action of the railroads even when the ticket had been produced in court.

This system has up to the last few weeks worked satisfactorily, but the exodus of the foreign element from London to Brighton to avoid air-raid dangers has uncovered a system by which it could be beaten.

The London and Brighton railroad has a system by which it issues platform tickets to passengers wishing to see their friends off by train at a charge of two cents, and these charges being applicable to both the London and Brighton stations, the refugees from London have been working a scheme of buying a platform ticket, getting into the train and having a friend meet them on the platform of the station of their destination with a platform ticket bought at that end of the line.

In this way they have been traveling 50 miles by train for a total expenditure of four cents for platform tickets, while the single fare works out at \$1.50.

To cope with this evasion of fare the railroad company has now instituted a ticket collection at a station en route and the local court funds have been increased by an enormous sum in fines, penalties averaging \$10 being inflicted in all cases coming before the court.

KNIT IN WORKHOUSE

Many Men Sent There Are Forced to Labor.

Fourscore men are sitting in a long white-plastered room, working as many of them never expected to work. On their broad striped black-and-white knees each man holds some unaccustomed instruments. They are in the Stark county workhouse at Canton, O. Among the men in stripes are chicken thieves, wife deserters, habitual drunks, carriers of concealed weapons, assaulters and batterers of their fellow men (and women), and many other sorts of petty criminals. All of them are busy.

"Say, bo," inquires Shifty Sam Smith, as he handles one of his bone needles as though he were harpooning a fish, "ow in the 'ell do y'u purt?" "Arsk me sumptin' easy, like crackin' a crib, or friskin' a rube or some other light work," replies Alabama Gus. "Wot I want to know is, does the Constitution of these here United States say a man can be sentenced to embroidery work if he only puts a man to sleep and cops his roll?"

"Their time might just as well be spent in knitting for the government as in any other way," Superintendent Boyer said. "They cannot fight for their country, but they can knit."

GIRL STEALS LONG RIDE

Travels All the Way From Birmingham, Ala., to Chicago.

Ethelyn McCord, nineteen years of age, "Countess of the Road," has arrived in Chicago from Birmingham, Ala., in an express car. She said she had worked as a newspaper reporter on Gadsden and Birmingham, Ala., papers and was looking for newspaper work in Chicago.

Miss McCord managed to keep her presence unknown until 42 miles out, when she simply "had to laugh" at a funny story one of the messengers related. When she told them how far she had "got away with it" they took her to the dining car for refreshments. She said she had been very thirsty, but not especially hungry and had slept little because the floor was too hard.

SUBSTITUTE FOR COTTON

Denver Man Finds Use for Common Wild Flower.

A wild flower, grown in practically all sections of the country, will be the means of supplying munitions manufacturers with sufficient "gun-cotton" to keep Uncle Sam and his allies well equipped with fighting materials, according to Charles Goard, a Denver inventor, and Beau Brummels need have no fear of a shortage in raw material for the making of men's clothing.

Goard says he has discovered that the wild flower known to youths all over the land as "cat-tails" has a bulb containing nearly a pint of silklike floss that can be substituted for gun-cotton in the manufacture of ammunition, thus allowing the entire cotton crop to be used in the manufacture of clothing.

She Has 187 Descendants.
Mrs. M. A. West, eighty-six years old, of Salt Lake City, became great-grandmother to her one-hundred and eighty-seventh descendant, when her grandson, A. Denny, Jr., became the father of a bouncing baby boy. The baby and mother are reported doing well.

JOYOUS LIFE LED ON BRITISH FLEET

More Smiles There Than Among
Any Similar Group.

NO PLACE FOR PESSIMIST

Healthy, Happy, Wholesome Men Have
Homes on Big Battle Fighters—
Theater Ship Goes From Vessel to
Vessel and Home Talent of Visited
Ship Is Given Opportunity to Enter-
tain Their Fellows.

The British navy is no place for a pessimist. There are probably more smiles to be seen on the faces of the men who make their homes on British war vessels than are to be found among any similar group of men in the world. This is especially true of the Grand Fleet, where the continual routine of the last three years might have been expected to develop some degree of depression, but which, on the contrary, has brought together a great community of healthy, happy, wholesome men.

It was the privilege of the New York Sun's correspondent to live for several days aboard his majesty's battle cruiser — and to enter into the life and spirit of the men aboard this great fighting machine. Most of those who make their home in the wardroom had been stationed aboard the ship for two years, some of them for a much longer period, and in the whole lot there was not one case of the "blues," not one "wet blanket." From the bridge to the stokehold there was nothing but contentment and willingness to serve uncomplainingly without the slightest trace of bitterness or regret over sacrifices made for the cause.

Fleet Makes Thrilling Sight.

There is nothing particularly thrilling about going aboard a battle cruiser in the darkness of early evening, but to awaken in a comfortably furnished cabin, formerly the quarters of an admiral, and to look through the porthole upon long lines of enormous gray ships riding at anchor upon a harbor glistening in the sunlight is sufficient to give the thrill of a lifetime.

Something in the atmosphere of the northern country where the Grand Fleet has its home gives health with every breath. On the surrounding shores of the harbor the Vikings of old spent their winters and assimilated the strength that made them the terror of their enemies, and on the same shores almost every day may be seen the officers and men of the fleet taking their exercise. Parties of men in running clothes dash from small boats and play at hare and hounds with the same vim as they did in the early days of their youth. Others play golf on a course laid out over the peat bogs and enjoy it as much as if they were driving the ball over the finest greensward in the kingdom.

Among the battleships are the usual comforts of a well-ordered home. The wardrooms have graphophones and billiard tables, and a weekly motion picture show is given on the decks.

Home Talent Gets Opportunity.

There is even a theater ship supplied, which goes about from vessel to vessel. It anchors alongside and the talent of the visited ships produces a creditable performance. The theater ship is called the Gourka, and its periodic visitations are anticipated feverishly by the crew of every ship in the fleet.

Perhaps the happiest lot of any aboard the ships of the Grand Fleet are the midshipmen. They have all the energy and pentup enthusiasm of boys in preparatory school, and when they begin to enjoy themselves in their "gunroom" the racket can be heard in every nook and cranny of their ship. They take a stranger into their midst with a straightforwardness that is touching and they sing their songs in a manner to bring up memories of college fraternity houses and prep school dormitories.

The same cheeriness that pervades the mess halls is to be found in the captain's quarters, where in bright comfort the skipper reads his books, arranges his program of work for the men and has his being in peaceful seclusion. There is something clean and wholesome and desirable about the life of the fleet, and records show that few men who have entered into the work have ever died of melancholia.

PETAINE SHOWS MODESTY

Autobiography Records Merely Date of Birth and Death.

Modesty is one of the characteristics of General Petain, commander in chief of the French armies operating in France. It is reported that after one of his brilliant successes on the western front, which led to his appointment to supreme active command, he was asked by a military writer to furnish him with a few autobiographic notes. The general courteously replied with this laconic message:

"Petain, General of Division. Born April 24, 1856. Died —."

Will Multiply Gasoline Output.

Secretary of Interior Lane has authorized the construction of a plant to utilize an invention of Frederick A. Kormann, a San Francisco chemist, whereby it is claimed the output of gasoline by the United States can be increased twelvefold.