

## FEW HEROINES ACCORDING TO CARNEGIE LIST

Of 52 Awards for Heroism, but One Goes to Woman.

Nineteen Heroes Lost Lives Trying to Save Others.

PENSION MANY DEPENDENTS

Lad of 9 Years Saves Man From Drowning.

Lone Heroine Saved Six Children From Enraged Bull.

Pittsburg, Pa., May 6.—The Carnegie Hero Fund Commission, at its spring meeting here recognized fifty-two acts of heroism in various parts of the country. In ten cases silver medals were awarded, and in forty-two cases bronze medals. Nineteen of the heroes lost their lives, and to the dependents of ten of these, pensions aggregating \$8,060 a year were granted; and to the dependents of eight of the others who lost their lives, sums totaling \$4,000, to be applied, subject to the direction of the commission, in various ways, were granted. In addition to these money grants, in three cases sums aggregating \$5,000 were appropriated for educational purposes, payments to be paid as needed and approved; and in twenty-four cases awards aggregating \$20,000 were made for other worthy purposes. Payments in these cases will not be made until the beneficiaries' plans for the use of the awards have been approved by the commission.

The awards were as follows:

**Many Saved From Drowning.**

Duncan Langdon, 136 West 44th St., New York, for saving three women from drowning at Ogunquit, Me., September 8, 1912.  
 James F. Mahon, 429 Hopkins Ave., Astoria, N. Y., for saving George L. Girard, aged 9, from drowning at Corvallis, Ore., September 2, 1912.  
 Louise A. Benedict, Pittsboro, Pa., for saving A. Pandely Pattison, a playmate, from drowning at Biloxi, Miss., June 11, 1913.  
 Albert W. Cinniger, 1250 East Erie Ave., Lorain, O., a lawyer, for saving Nabel F. Riley, aged 37, from being killed by an electric car at Lorain, December 11, 1913.  
 Mark A. Nelson, 70 West Summit Ave., St. Paul, Minn., a nine-year-old school boy, for saving Agnes C. Anderson, aged 21 from drowning at Stillwater, Minn., August 11, 1913.  
 George D. Rowe, Wake Forest College, N. C., a teacher, for saving Howard R. Masters, a student from drowning in the Potomac river at Wide-water, Va., August 23, 1911.  
 A. Roger Kratz, Silverdale, Pa., a school teacher, for saving Earl M.

Moyer, aged 5, from electric shock from a fallen light wire at Silverdale, Pa., October 3, 1912.

William A. Salisbury, Albany, Ore., for helping to save Archie O. Ramsden from drowning at Albany, Ore., July 16, 1911.  
 Clair E. Baker, 1233 1/2 Belmont street, Portland, Ore., for helping to save Ramsden and Salisbury in the foregoing case.

**Attack Man Wielding Razor.**

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at Indianapolis, July 2, 1914. Medal to father, 1323 Brown St., Anderson, Ind.

**\$55 a Month to Widow.**

Charles A. Shanefelt, deceased, for attempting to save James Malone, and several other children, from drowning at Bradenville, Pa., January 31, 1916. Medal and \$55 a month, with additional sums for children, to widow, at Bradenville.

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Gary, Ind., a laborer, for attempting to save Alexander Fruchinski, a hotelier, from burning at Pittsburgh, March 15, 1913.

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## TOPEKA, 6 A. M., LONDON, 12 M., IN SOUTH, 9 A. M.

Difference in Time an Interesting Event These Days.

Where Does the Day Begin an Unanswered Question.

Suppose some friend should ask you, "where does the day begin?" could you answer it?

Few know that the date line, or where the day begins, is marked by an irregular line running south from Bering Strait over the Pacific ocean

both sides of the 180th degree, west longitude. And fewer still know that on the east side of this line it is Sunday morning and on the west side Monday morning at the same rising of the sun.

The time comparison of the world is an interesting study and while most people can tell you the approximate distance from one large city to another there are few who can tell you the difference in hours between Kansas City and London.

When it is 12 o'clock noon in London it is 6 a. m. in Kansas City, five in Denver, and four in San Francisco.

There is only nine minutes difference in the time between Paris and London for when it is exactly noon in London it is only nine minutes past the noon hour in Paris, yet there is exactly one hour's difference between London and Berlin time.

In far off Tokyo the noon hour in London represents exactly 10:30 p. m. while in Honolulu it is 1:30 in the morning.

Down in South America, at Rio De Janeiro, it is nine o'clock in the morning when the Britishers are going to their noon day lunch while at old Boston it is just beginning to open its eyes for it is then only seven o'clock there.

Right here in Topeka when the six o'clock whistles blow in the morning the noon hour church bells are ringing in London and just about the time Topeka citizens are laying away the business cares of the day preparatory to taking the wife and kids to the movies the Londoners are putting in the best licks at sleeping for it is near one o'clock in the morning, there.

**K. U. DEFEATS HUSKERS.**

Lawrence, Kan., May 6.—Kansas defeated Nebraska, 58 to 41, in their ninth annual dual meet at McCook field here Friday in a contest which ran closer than experts had figured and which was replete with two new local records.

Captain Scott and Irwin, of Nebraska, took both places in the 100 yard dash but Kansas soon caught up by sweeping the mile run. Only after Kansas had swept the two mile did their score loom up and from there on they never were headed.

O'Leary established a new Kansas record with a mark of 50 3-8 seconds for the 400 yard run and Wiley, of Nebraska, lowered his college record in the broad jump, with a leap of 22 feet 9 inches.

**Avert Strike Trouble.**

New York, May 6.—With the formal acceptance today by the Order of Railway Telegraphers of the government's offer of mediation, the threatened strike of 5,000 operators on the New York Central and Nickel Plate railway has been averted for the time being.

**Velle Experiences Demand.**

The fact that the English, German, French and all other European automobile factories have been taken over by their respective governments for the manufacture of war munitions, has caused a shortage of cars in all countries heretofore dependent upon the European source of supplies. As a result American manufacturers are experiencing an enlarged demand from all quarters of the globe.

The faraway buyer in Australasia, China, Egypt, or wherever he may be, depends upon the past reputation of the manufacturer for his known integrity as much as any other thing in buying his car. In the light of the world-wide disturbances confidence in the product is an absolute necessity along with quality methods of building.

The Velle Motor Vehicle Co., manufacturers of the Velle Six, have recently inaugurated a special export department to handle the ever increasing correspondence and detail pertaining to foreign business. Velle literature is also being printed in several languages to eliminate the necessity of translation on the part of both foreign dealer and owner.

**Mechanical Conveyor.**

The mechanical conveyor system installed in the Paige plant several months ago for the final assembly of cars has been an important factor in the speeding up of production which enables the Paige to show an increase of 300 per cent over this period of the season last year.

The mechanical conveyor is a moving platform several hundred feet long which operates like an endless chain. Cars in embryo are fastened to this platform and they move along one group of workmen to the next vital parts of the chassis are attached. The rear axle is the first part placed on the platform, the frame, tank, steering wheel, power plant and other parts follow in their proper order and a real car, capable of running off under its own power, emerges from the other end of the conveyor in a surprisingly short time.

This is the last word in factory system and efficiency and has become a wonder in advancing the work of production. The Paige conveyor has enabled the Paige to absorb 300 per cent progress in production, to say nothing of economics and improvements in manufacture.

**Clean Upholstery.**

One of the most old fashioned and, according to many who have used it, one of the best methods of cleaning and brightening leather upholstery, is to rub it well with a cloth or sponge dipped in white of egg that has been beaten up a little to prevent its being stringy, and then give it a final rubbing with a dry, soft cloth to remove all traces of the egg.

**On Fire Chains.**

When installing fire chains it is not advisable to have them too tight. If the chains are held in a fixed position the tread of the tire is apt to be loosened at these points. If the chains are slightly loose it will work around to different positions and cause less injury to the tread.

**Motorcycle Season.**

The motorcycle season opened with an event at Roanoke, Va., Ray Weishaar of Wichita, formerly of Topeka, riding a Harley-Davidson motorcycle, won three out of four of the events and established a new state record for one mile on a half mile dirt track.

**Approve Naval Reserve.**

Washington, May 5.—The senate naval committee today approved the navy department's bill for a naval reserve of former officers and enlisted men, available merchant marine officers, sailors and other persons whose occupations fit them to enroll for war duty.

THE ONLY THING WE DO IS

# PRINTING

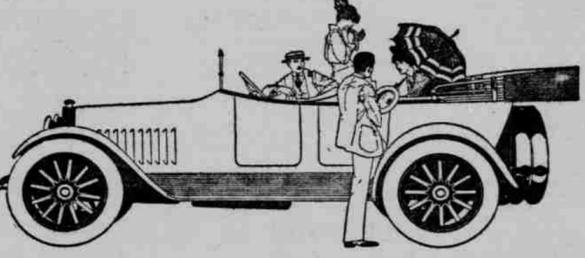
And the best thing you can do, if you need anything in that line, is to call up

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Quality First



**SHE'S THERE BECAUSE SHE PERFORMS— THE 3400 r. p. m. CHALMERS**

Most cars start alike. But very few finish alike. Therein comes a mighty difference. Step on the little button 10 months after date and you'll readily note the inequality. One is sluggish, "dead", without emotion, and responds to the touch with the speed of old-time oxen responding to the lash. The other is alive, alert, ready; radiates desire to plunge ahead. This is the 3400 r. p. m. Chalmers kind. The other kind is the species known to the trade as "one-year" cars. Chalmers makes a five-year car. There's many an old 1909 Chalmers 80 Blue Bird giving a good account of itself today. You'll find the everlasting pep there five years from the day you take your first turn at the wheel. Largely because of the 8400 r. p. m. engine. Which delivers mighty power with easy effort. It's mostly in the design. The pistons are aluminum, about two pounds lighter per piston; the reciprocating parts lighter, which eases up the thrust on the bearings. Then the crank-shaft, which is very heavy, and balanced to the weight of a hair in a special Chalmers device, spins at the rate of 8400 revolutions per minute. It means excellent reserve power. For at 10 miles an hour the engine is turning up only 500 r. p. m. while at 20 she is doing about 1000 r. p. m. So that at excessive road speed she has the punch to deliver when called upon. 16% of her power is used at 10 miles an hour. So that she has 60% to 84%—when a twisting, hilly road looms ahead, when a sharp corner with a rugged grade hoves in sight; when the man ahead is showing you too much dust. You'll like the 8400 r. p. m. Chalmers for one single little reason. She sure can perform. Ask your dealer about Chalmers service inspection coupons, negotiable at all Chalmers dealers everywhere. This system is a most important consideration in buying your car. Five-Passenger Touring Car, \$1090 Detroit. Three-Passenger Cabriolet, \$1440 Detroit. Two-Passenger Road