

DRUGGISTS LIKED IN TRAINING CAMP

Rookies' Feet Become Sore During the Unaccustomed Marches and Tape and Powder Make for Comfort

San Francisco.—Drug stores in the vicinity of the Reserve Officers' Training camp here are doing well. It is familiarly termed a land office business.

The period of short, sharp marches is on, and there are many and severe inspections of feet. Yards of adhesive tape are disappearing with amazing speed from the drug store shelves while talcum powder is being sold pound after pound. The feet of every man are examined before the march, and the taping and powdering process begins at that time. If there is any indication of wear at the end of the march the pedal extremities of the rookies are given another plaster of tape and shower of powder.

In view of the big demand the commissary tents have been well stocked with everything that will make marching easier and yet not "baby" the feet of the rookie. The officers have no desire to make a man's feet so soft by treatment that he will be unable to stand up under a sustained march. On the other hand the slightest bruise or scratch is given close attention, and properly reinforced with tape and powder.

The inspection of feet is one of the amusing features of camp life, but the rookies realize the seriousness that is behind it, for battles, they are told by Major Edward L. Masse and the other experts on marching at the camp, are won by the side that can keep its feet as well as its hand.

Colonel F. W. Sladen, commandant at the camp, is a stickler for perfect feet, and on that account the examinations of these marching essentials are usually severe. Rookies have a leaning toward tender feet are nursed for this particular ailment. If their feet do not become hard under the process they are liberated from further duty until sent to their homes. Corns and callouses are strictly taboo, unless, in the opinion of the medical examiners these defects do not interfere with the marching quality of the man. The inspection of feet has as important a place in the Reserve Officers' Training camp, as the inspection of firearms and other equipment. One of the most frequent things the camp doctors have to do is to ascertain where the shoe pinches, and then doctor the pinch. And in order to obviate as much foot trouble as possible the rookie is made to wear a shoe that is a size larger than the shoe he would wear in piping times of peace.

The socks must also be of a make that will not irritate or overheat the feet. One of the principal things the camp doctors have to combat is "scalded" feet, or feet which, although otherwise hardy, become inflamed when forced to certain kinds of work. Several rookies whose feet passed successfully in the initial examinations are finding out that good looking and good wearing pedal extremities are sometimes vastly different.

As a consequence of this close attention to feet the Red Cross and other organizations making outfits for soldiers are being instructed to abide closely by the government regulations on socks, and other foot and leg equipment.

The throngs of bare-footed men lined up for inspection in company formation present an odd sight, but certainly show the good effect of this scrutiny when they march.

GERMAN "BARREL MINE" KILLS NINE FISHERMEN

Galway, Ireland.—Nine Galway fishermen were blown to pieces a few days ago while examining a German "barrel mine" which they had found at sea and towed ashore.

Irish fishermen have made lately a great many lucky hauls of barrels containing petrol, tallow, oils and similar treasures, supposedly from torpedoed ships. This time they saw a promising looking barrel afloat some distance from land, with a convenient handle on each side, and they promptly towed it ashore, rolling it up on the beach for examination.

Four men were in the boat, and six more gathered around while the prize was on the beach. One man, Joseph O'Flaherty, had a suspicion of danger, and warned the others, but they paid no attention to him, and he hid himself behind a rock.

One of the fishermen removed a couple of screws from the head of the barrel, and then began to pull out a piece of cord. The explosion which followed was heard miles away, and shook houses four miles distant.

After a time O'Flaherty, who had been wounded in the head with a piece of stone, stood up, but not a trace of the mine or the men was to be seen. There was only a great hole in the beach. Searchers found a portion of the fishermen's boat nearly a mile away. A small boy whose attention was attracted to the group of men on shore was running toward them just as the mine exploded. One of his arms was afterwards found near his home, but there was no other trace of him.

WARRANTS OUT FOR I. W. W.
Kingman, Ariz., July 7.—Warrants were issued today for the arrest of 15 leaders of the Industrial Workers of the World, who called the miners' strike at the Golconda camp. It is said that the men voted eight to one against the strike.

Many people will be relieved to learn that they are not going to be compelled to eat the hops and barley that the breweries now use. One must grow accustomed to such food by degrees.

OUTLINES AIR WORK AFTER WORLD WAR

(Continued From Page One)

measurements are taken. While he stands waiting, a bucket of ice water is suddenly thrown over him from behind. If he jumps—good night! Even if he doesn't jump, his pulse is immediately taken again by the examining officers. If his pulse is a few beats faster than before, his nerves are not what they should be. He may be a perfectly capable citizen—but he isn't built for war aviation.

Test of Balance.

After that—still keeping up the entertainment—the recruit is placed on a piano stool. An officer holds both hands close before the recruit's eyes, telling him to focus upon the hands. Then the recruit is whirled around until he is dizzy. The piano stool is stopped. Extreme dizziness causes temporary blindness. If the candidate doesn't recover his keenness of sight and perfect focus within 40 seconds he hasn't passed that test. Perfect eyesight is an absolute necessity to the military aviator. Recovering from the dizziness caused by being rapidly whirled around is also a test of the sense of balance.

Another Eye Test.

Another eye test follows. The recruit is given a handful of worsted yarns of different colors and shades of color. He must be able to separate these and put together those that match. If he tries to match a black and a dark blue, or a yellow and a light orange, he is color blind. He won't do.

An American Test.

All of these tests are similar to those used in foreign aviation service. Sometimes the examining officers think of a few variations, so that the candidates won't know just what to expect from the experiences of those who have gone before. But when all have been passed there still remains one more test that he is thoroughly American and up to date, and that is not yet being used abroad.

The recruit is placed on a tandem motorcycle driven by an officer, who takes him whirling over several miles of country road at high speed.

Upon his return he is asked to describe the details of the landscape and of everything that attracted his attention along the route. This is a test of the powers of observation—of direct importance in an aviator who flies over enemy lines and must turn in a comprehensive and accurate report when he comes back.

Hardest in the World.

Having passed the test, the recruit is sent to camp to learn aviation. Taken all around, these tests are the hardest given by any government in the world. Mr. Henry Woodhouse of the Aero club, who as a sort of a consulting expert for the government, originated or recommended this manner of selecting men for the air service, says that when we have selected a certain number of candidates the conditions may be slightly modified.

CHINESE IN GERMANY.

Peking.—Chinese students who were in Germany when diplomatic relations between China and Germany were severed still are held there. Although definite advice are lacking as to the conditions under which the Chinese students are detained, Germany stoutly refuses to release the Chinese students and is apparently holding them as hostages against the safety of Germans in China.

LABOR BUREAU GOES.

Mexico City.—The department of labor which, in the days before the adoption of the new Mexican constitution, was under the Secretary of Fomento, has been abolished. All matters dealing with labor questions and which formerly were handled by the department of labor in future will be adjudicated by the authorities of the states, territories and federal district.

GENERAL PARKER COMMANDER.

San Antonio, July 7.—Brigadier General James Parker has been designated by the secretary of war as commander of the southern department. General Parker has been acting department commander since General Pershing was called to Washington.

AMERICA WAITS FOR THIS.

London.—The war office issues a statement that a farmer in the north of England has been fined \$375 for refusing to sell and deliver his wool in accordance with the official wool purchasing order.

BIG INCREASE IN AUTO'S OWNERSHIP

Washington Registration Office Reveals 1,067,332 More Cars Owned in 1916 Than in Previous Year.

Washington, D. C., July 7.—In 1916 there were 1,067,332 more motor cars registered in the United States than in 1915. This was an increase of 43 per cent. The gross total of registered cars, including commercial cars, was 3,512,999; the number of motor cycles registered was 259,826. The several states collected in registration and license fees, including those of chauffeurs and operators, a total gross revenue of \$25,865,369.75. Of this amount 32 per cent, or \$23,510,811, was applied directly to construction, improvement, or maintenance of the public roads in 43 states, according to figures compiled by the office of public roads of the United States department of agriculture, in circular 73, "Automobile Registrations, Licenses and Revenues in the United States, 1916."

The figures for 1916 correspond very closely with the annual percentage increase of motor-car registration of the last three years. This yearly increase has averaged 41 per cent in the number of cars and 50 per cent in revenues.

When viewed over a period of years, the increase in motor-car registration and gross revenue has been remarkable. In 1906 the total state registrations were approximately 48,000 cars, an amount of which the several states collected in fees and licenses a total gross revenue of about \$190,000. Only a small part of this was applied to road work. In 1916 the \$25,865,369.75 collected formed nearly 9 per cent of the total rural road and bridge revenues of the states.

Recent years have shown an increasing tendency to put the spending of the motor-car revenues directly in the hands of the state highway departments. Of the total amount applied to road work in 1916, 70 per cent, or \$16,411,520, was expended more or less directly under the control or supervision of state highway departments. Only 12 states did not exercise any direct control over the expending of the net automobile revenues.

Power-Steered Tractor Stands Hard Plow Test

A caterpillar tractor which lays its own track and which is steered by power from its own engine, was put to a hard test on the Mills farm in the Bitter Root valley last Thursday. Before a crowd of critical farmers, the tractor drew two gang plows through soils of varying quality. At the rate of four miles an hour, it traveled up hill and down hill, through boggy swamp

land and over hardpan, never falling at any time and turning an eight-inch furrow.

The fact that the machine can be throttled down to two miles an hour is an added feature which makes for safe plowing in extremely hard ground. The McCullough & Turner company, agents for the tractor, are now busy distributing the machines in different parts of western Montana for the purpose of making demonstrations in communities where the farmers are interested.

NOT ENOUGH GASOLINE TO LAST THROUGH YEAR

According to reports from the Oklahoma oil field, the gasoline production of 1917 will not be sufficient to last through the year, unless radical conservation measures are taken. Dr. Burton of the Standard Oil company told members of the Society of Automobile Engineers recently, that as close as could be estimated, 1917 production would reach 2,500,000,000 gallons, of which American automobiles would use 2,000,000,000, leaving 500,000,000 gallons, for use by military trucks, to be exported to the allies.

"The supply of oil cannot be increased," said Dr. Burton. "Faster strict measures must be taken by the government to double the amount of value extracted from the oil." Motorists would, undoubtedly, rather see the latter alternative followed in conserving the supply, inasmuch as it would not mean that motor-car mileage would have to be curtailed. People are needing the use of automobiles nowadays more than ever and any restriction would work a distinct hardship.

Among the manufacturers, The Franklin Automobile company is doing much to promote this idea of motor-car thrift. Strange as it may seem, the 20-odd years of motor-car design have never produced a universal standard of gasoline efficiency. The Franklin company, however, has always encouraged demonstrations of the low gasoline consumption of its cars, and also kept a very careful record of owners' results, which for 1917, have averaged better than 20 miles per gallon.

The Franklin company's solution to the gasoline problem is weight reduction, which implies simplifying motor-car mechanism and the reduction of internal friction, all of which consume fuel. In the opinion of Franklin engineers, any refinement that reduces gasoline consumption also works economies all along the line particularly on tires and depreciation. They believe that gasoline mileage is a true barometer of motor-car thrift.

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