PART TWO | EDITORIAL SECTION

# Richmond Times-Dispatch

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## MECHANICS MAKE ACES EFFECTIVE

### Much Depends Upon the Equipment of Airplanes in War Time.

### TEACH MEN TRICKS OF TRADE

### Graphic Story of Training An Student Passes Through in Army.

NEW YORK, October 19.—It has often been stated that mechanics are more necessary to the efficient working of the air service battle squadrons at the front than are the actual pilots and observers themselves. This statement, while perhaps a little broad, is not at all untrue. Without efficient mechanics the pilots' wings would soon be clipped, and there would be few, if any, ships available with which they could take the air.

When this country entered the present conflict it is no exaggeration to say that there were no more than one-thousandth of the mechanics needed and who will be needed to keep our great air fleet in the air. To take from the airplane industries the few mechanics who did know airplane work would have been simply a case of "robbing Peter to pay Paul," inasmuch as the mechanics in the factories are vitally necessary for production. A new industry has therefore sprung up in this country, and that industry is organized under the name of "Air Service Mechanics' Schools."

There are two such schools in operation, one at St. Paul, Minn., and the other at Kelly Field, South San Antonio, Tex. These schools are in effect factories, the product being high-grade airplane mechanics, and the raw material from which they are made, garage men, carpenters, blacksmiths, metal workers, tailors, etc. The two schools are conducted on identically the same basis, and produce all the tradesmen that are needed for the aero service squadrons fighting at the front. The trades taught are the following:

Airplane mechanicians, blacksmiths, cabinet-makers, carpenters, chauffeurs, coppersmiths, electricians, fabric workers, instrument repairmen, magneto repairmen, metal workers, motorcyclists, motor mechanicians, propeller makers, vulcanizers, welders.

A student's life from the moment of entering the air service to the time when he finds himself a competent airplane mechanic in a service squadron at the front is something like this: He is first inducted or drafted, assigned to the air service and ordered to one of the mechanics' schools. Upon his arrival he is trade-tested by a technical board formed for that purpose, and classified as a possible "motor mechanician, an airplane mechanician (airplane mechanicians do the rigging of all airplanes), a fabric worker, an electrician, or any one of the trades which are required. The trade-test board uses a man's past record as a basis for determining his probable ability. If he has been a garage man and has specialized on the upkeep of trucks, he will probably be trained as a chauffeur. If he has specialized more or less on magneto work, he will probably be trained on ignition, with particular reference to that very delicate mechanism, the Liberty ignition system.

**TRADE TEST FINISHED, MAN IS ASSIGNED TO SQUADRON**

The trade test finished, the man is assigned to his squadron at the school and to his cot and is made thoroughly comfortable. The next day, in all probability, his real work will begin when he is assigned to his class in whatever trade he is to be trained. The largest number of mechanics required in squadrons are riggers, so the typical case in mind will probably be a rigger. This man has probably never seen an airplane except at the country circus, and then only at a distance, so he is in a new and strange world. The first day or two he, with the rest of his class, will go over an airplane minutely and learn the general make-up of an airplane. Soon he will know the difference between a wing and a fuselage and how the various wires are stretched when the machine is in flight. Then he will learn how to take the airplane apart and how to reassemble and realign it, and he will learn that the alignment of a plane is one of the most important things about his work. By this time he will have learned what tools to use in working about an airplane and what tools not to use; how to make wire loops and how not to make them. He will know what makes an airplane fly, and, above all, he will have learned that the pilot's life is in the hands of the mechanic, because upon the proper and careful rigging of an airplane depends its air worthiness. He will also learn about propellers; why, when they rotate in the air, they travel forward, and he will learn how to take care of them and to repair them. Next he will learn something about the motive power, the heart of the airplane, what makes it go, and why.

Then, after about two and one-half months of this work, comes the day to which all mechanics look forward, the day when the actual field work of "keeping the ships in the air" begins. There are flying officers at each of the mechanics' schools. They are there for the purpose of flying the planes which the mechanics work on, in order that the fighting service squadrons at the front may be stimulated, and that the mechanics may be given their final training. The airplane mechanic is assigned to a theoretical service squadron, and that squadron is sent to the field maintained in connection with the school, and remains there for two weeks doing but the work in which he has been trained. At 7 o'clock in the morning all the ships which are to be flown that day (and his will be one of them) are taken from the hangars and assembled, ready for their pilots. The ship of our mechanic is ready, his pilot comes and gives it brief inspection, knowing that the mechanic will have done his duty well, straps himself in, and after testing out his motor for a minute or two, signals that he is ready, and takes the air. After a short flight, he alights with the report, perhaps, that the ship is flying with one wing down, or some other defect. The trouble is then diagnosed and remedied, and soon the pilot is again in the air, this time with the ship flying perfectly.

**TWO WEEKS OF HARD WORK PRESENTS RESULTS**

Two weeks of this work and the mechanic will probably have demonstrated to his instructors that his training is completed. He is graduated a highly trained mechanic in, perhaps, the most delicate of trades, and is sent out to take his part in the struggle. He will soon find himself at one of the flying fields, carrying on the duties in which he has been trained, and then in two or three months the long-anticipated day will arrive when he will be on a transport bound for France. In France he will be assigned to a service squadron, and soon will be sent out to the front, and there will commence the real work for which he has been preparing.

Although the training at mechanics' schools is very intensive, great attention is paid to the health and welfare of the men. There are baseball and football teams, a Y. M. C. A. and hostess house, a band, an orchestra which gives frequent concerts, and in addition the services of theatrical performers are voluntary, who give en-

(Continued on Sixth Page.)

## Daring Belgian Gives Birthday Greetings

LONDON, October 19.—A Belgian aviator, says the London Daily Express, under Amsterdam date, recently flew over Brussels, waving a large Belgian flag, by way of celebrating the birthday of his mother, who lives in Brussels.

He arrived at dawn over the Belgian capital, located his father's house, and flew so low he was almost within speaking distance. The noise of the motor brought many people out of bed. Having stopped the motor, he shouted, "Papa, papa!"

The father came out, and, looking up, recognized his son, whom he had not seen for four years. He brought his wife out of the house. When she saw her son she fainted. The young airman again waved his hand, dropped a note which read, "Many happy returns. Don't lose courage. We are not forgetting you. Keep well. A bas les Boches."

Flying high again, he managed to return to the Belgian lines, despite furious German antiaircraft fire.

## ODD SYSTEM OF SCORING PREVENTS PROPER CREDIT

### How American Ace Has Accounted for Many Boche, Although Card Gives Him Ten.

### OBSERVER MUST BE WITNESS

### Part of German Line Hidden by Mountains Makes It Impossible for Officials to See What Actually Happens Back of Them.

WITH THE AMERICAN ARMY IN FRANCE, October 19.—How an aviator may have twenty-five victories and only be accredited with ten of them may still be a mystery to some people, so here's the explanation from the man who is in just that position—Lieutenant ——, who has accounted for a quarter hundred Boche, although his score card, as America's "Ace of Aces," shows only ten.

Incidentally, Lieutenant —— holds the record of having brought down five German machines in one day, although only one of these was official.

He is a modest Yankee, this young lieutenant, and, while he wouldn't talk about his successes, he did explain the scoring system that has deprived him of a number of victories. To count as an official destruction the fall of the German must be witnessed by some party, an observer, who is not in the air at the time. The machine must be seen to crash into the earth unless it obviously bursts into flames and burns before reaching ground.

It so happens that in the sector where Lieutenant —— was staying during his record-breaking day there is a high mountain that lies behind the German lines—Mont Sec. The American observers on our side of the line have no means of seeing what goes on behind Mont Sec except from captive balloons. These are not always floating about when the airmen are settling their little differences. In fact, one of the first lessons a captive balloonist learns is to have himself hauled down as rapidly as possible when hostile craft come into view.

The American came into contact with an enemy flight squadron, and, following his own peculiar maneuvering tactics, had put a machine-gun burst into one Heinie before the battle had fairly begun. But the plane did not fall in flames. Smoke arose from it, and it spun rapidly down behind the mountain. The reasonable assumption is that it crashed to the earth at a rate as rapid as it started to descend. However, the government takes nothing for granted in this war, and Lieutenant —— was deprived of one victory.

## DIVISIONAL HEADQUARTERS OFTENTIMES IN MOTOR CARS

### Varied Experiences Are Undergone by Official Staff of American Army.

WITH THE AMERICAN ARMY AT THE MARNE, October 19.—Divisional headquarters on a quiet sector of the western battle front often means a fine old chateau with beautiful grounds, flower beds, perhaps a lake, a tennis court, a Louis XV. bed, oil paintings, costly draperies and a life of comparative ease. But on a front like this—it's a different thing again.

One American general and his staff, who once occupied a chateau with gardens that a multimillionaire might envy, is now perfectly content with quarters in an old farmhouse, well ventilated by shells. Instead of flower beds there are huge shellholes and piles of debris. Officers of intelligence and operations do their work in cramped quarters in an old barn and catch cat naps in rough cots.

Another American divisional staff that once lived in peace and quiet in an old stone school-house directed operations from this front from a great dugout quarried out of the side of a hill.

They set up a lighting plant, but sometimes the lights went out, and the staff worked day and night by candlelight in this great musty cave. The Boche dropped shells occasionally about the entrance and bombed the place every night.

But the boast of one division that went hurriedly into line is that it carried on operations for two days in a string of motor trucks.

## GROW WHEAT IN ALASKA

### Plan to Ship It to Fairbanks to Be Ground Up Into Flour, Says Governor Biggs, Jr.

FAIRBANKS, ALASKA, October 19.—Siberian wheat grown in Alaska may soon be milled in Fairbanks, Thomas Riggs, Jr., Governor of Alaska, recently conferred with the officials of the United States Agricultural Experiment Station here regarding the establishment of a mill to grind the crops of Siberian wheat interior Alaska is expected to yield during the seasons to come.

Two hundred and fifty bushels of Siberian wheat from the Fairbanks region were sent to the States a short time ago for a test run in a flour mill. A definite conclusion regarding the mill will be based on the outcome of the tests. If the wheat meets the expectation held regarding it, the mill will be built and Alaska farmers will plant Siberian wheat extensively next year.

Siberian wheat matures in the comparatively brief period of about four months from the time the seed is put into the ground. This quick growth makes the wheat adaptable to the Alaska short summers. According to reports from Siberia, the home of the Siberian wheat, it mills into good flour

**Germans Steal Candles.**

PARIS, October 19.—Germany's desperate need for fats was recently shown when, after desecrating St. Crepin's Church in Chateau-Thierry, the vandals confiscated 400 pounds of candles. Even the scant supply which they found in a little chapel of the nuns at a hospital nearby was taken by the Germans, before they were driven out of the city by the American troops, according to the Rev. James Horton, of Atlanta, Ga., a Knights of Columbus chaplain.

## DOUBTS SUCCESS OF MAJORITY RULE

### Lord Robert Cecil Expresses His Views on League of Nations.

### ENTERTAIN CORRESPONDENTS

### Not Much Interested in Fantastic Proposals and Schemes.

LONDON, October 19.—Lord Robert Cecil, Assistant Foreign Secretary of the British empire, has tea and sees American correspondents on Fridays at 5 o'clock.

Imagine a fellow as lean as a rail, about six feet two inches tall, slightly stooped and with a partially bald head—scarcely noticeable because you have to look up at him—and you've a thumbnail sketch of Lord Robert. He's jovial, doesn't take himself too seriously, although undoubtedly one of the keenest diplomats in Europe, and he seems to get as much enjoyment out of his conferences with the American newspapermen as they get news and views. He impresses one as a great student of international affairs.

One of Lord Robert's enthusiasms is a league of nations. He's probably done more thinking about the league of nations idea than former President Taft or W. J. Bryan. But Lord Robert is not much interested in fantastic proposals and schemes for such a league. He's down to bed rock on the proposition and he wants to further some sort of a plan which will work. He doesn't want an ornamental league of nations. He wants one which will do the business it is intended for immediately peace is established.

When the correspondents and Lord Robert find general news is uninteresting they discuss the "ifs" and "ands" of the much-talked about but little-understood idea to make war more difficult after the present horror ends.

After shaking hands all around Lord Robert settled back in his red leather upholstered chair with a downhill seat, so that it was only a few seconds before the secretary was sitting on about the middle section of his backbone, sipping tea, one leg draped over the other, answering questions or giving his private opinions freely.

"I'm doubtful if you ever can have a league of nations which will work by majorities," said Lord Robert.

"Just suppose such a league decided that the United States should alter its policy as regards Mexico. Do you think it would abide by the league's decision? I doubt it. Likewise regarding Ireland. Do you suppose Great Britain would abide by the league's division on the Irish question? I hardly think so.

"Decisions of a league of nations must be unanimous. That means you won't be able at first to have an effective executive force in the league. I'm not discussing, of course, those disputes which are justifiable—the smaller disputes which can and ought to be settled by arbitration. There are treaties already existing for adjudication of such disputes, and these treaties ought to be extended.

"The larger disputes—the ones which cause war—ought to be referred to a council of a league of nations and unanimous decisions made."

Lord Robert placed his cup and saucer on a tray and stood up. He didn't seem so tall, for the ancient, high-ceilinged chamber minimized all things in comparison.

**MAKE IT IMPOSSIBLE FOR NATIONS TO WAGE WAR**

"The real advance which could be made now," proceeded Lord Robert, with one foot resting on a fireplace guard, "would be to put into operation a plan which would make it impossible for nations to go to war until there has been a public discussion of all matters in controversy."

"A plan something like Bryan's treaties?" suggested a correspondent.

"Something like that," responded Lord Robert, resuming his much-worn chair. "But I don't know whether a year's discussion, as provided in Bryan's treaties, would be necessary. Two or three months would be long enough, really."

"And how would you enforce such discussions?"

Lord Robert leaned forward.

"By exerting the whole military and economic force of each member of the league of nations against the nation which attempted to go to war without public discussions, as determined upon. No nation, especially in Europe, could long survive an absolute economic boycott.

"Of course there would be a great deal of doubt by what we call practical men for any scheme of a league of nations. But I am quite sure that a feeling exists here, and I hope in America, among the people that some workable plan be found."

"Do you think, Lord Robert, that it would be a mistake to force democracy upon Germany?" a correspondent asked.

"Yes, I do. It would be wrong to force any kind of government upon any one, especially a high-spirited nation. For the Anglo-Saxon race, I certainly do think that democracy is the best form of government."

## FRENCH AVIATION CORPS KEEPS AIR MAIL SERVICE UP

### Wonderful Work Accomplished in Keeping Army Supplied With Letters.

WITH THE AMERICAN ARMY, October 19.—During all the time that the main Paris-Nancy Railroad was cut by the German advance to the Marne, the French aviation corps maintained an air post between Chalons-sur-Marne and Meaux.

The enemy cut the main line between Chateau-Thierry and Dormans, necessitating trains being routed to the southward to get to the east and delaying traffic considerably. Previously the "rapide," as the fastest express is called, made the run from Bar le Duc to Paris, stopping only at Chalons, Epernay, Dormans, Chateau-Thierry and Meaux. It had to make the run in four hours and carried the mail. But with the line cut and the rerouting, it required twelve to fourteen hours for the run.

So, without making any fuss or announcement, the French aviation corps instituted an aerial postal service. The mail bags from Troyes, Bar le Duc and the Verdun region were collected at Chalons and sent to a certain flying field near there by automobile. An aviator then carried them to another field near Meaux, where they were put on the train and taken to Paris.

During the trip the air postman traveled over the enemy front lines, as he followed the course of the Marne all the way, and between Chateau-Thierry and Dormans the Germans were on the north bank of the river, and the Americans and the French were on the south bank.

Now the German withdrawal to the Vesle has permitted the main line to be reopened. Two through line to Nancy is still cut near Commercy, however, by the German salient extending to Saint Mihiel.

**Siamese Students Coming.**

WASHINGTON, October 19.—Eight Siamese students connected with the Siamese State Railways are on their way to the United States to take up the study of American railway methods.

## AMERICAN NURSES SHOW THEIR METTLE

### More Than Twelve Thousand Have Joined Services "Over There."

### MANY HOSPITALS PROVIDED

### Not Only in London and France, but Force Is Also in Siberia.

LONDON, September 22 (by mail).—America has poured a veritable army of her womanhood into war-torn Europe. To date over 12,000 American nurses have been sent over. Within the year there will be, right here on the ground, more than 24,000 of these American "girls behind the men behind the guns."

This is the estimate of Miss Carrie M. Hall, of Boston, head of all American Red Cross nurses in Great Britain, as expressed in an exclusive interview with the International News Service here to-day.

Of the 12,000 now here, between 600 and 700 are working in Great Britain in the dozen or more American hospitals that have sprung into being within the past six months. The remainder are staffing hospitals behind the lines in France.

With the arrival of American soldiers at Vladivostok came a contingent of nurses from the American Red Cross unit at Tokyo, Japan. As hostilities and American casualities begin there more United States army regular nurses probably will be sent to Russia.

All women sent over so far are highly trained graduate nurses, bacteriologists, dietitians and collage trained hygiene experts. The War Department in Washington has ruled that only these trained women may be sent over for the time being, at least.

For this reason, General Pershing's recent call for 5,000 girl workers with the American army in France will be filled by British instead of American girls. England's women's army, the "Wpacs" (Women's Army Auxiliary Corps) is now conducting a nation-wide recruiting campaign here for these British girl volunteers for duty as clerks, chauffeurs, typists, orderlies, telephonists, etc., with the American army.

Practically every troop convoy from the United States brings scores more of these women experts. From peace loving American homes that have not yet felt the grim hand of war these blue-clad Yankee girls, like their big brothers, are plunging into this maelstrom of war with a determination and efficiency that has won for them already the unstinted praise of all the allies.

**NO HIGH FRENCH HEELS OR ROMANTIC DREAMS.**

They come not with "pneumonia blouses," French high heel shoes and romantic girl dreams. They have no "movie" visions of a snow white uniform with a huge Red Cross on the bosom sitting in a luxuriant bedroom of a well appointed exclusive old French chateau reading a novel mayhaps to a handsome young officer patient.

They know they've got a mansized job before them, stripped of all the so-called glamor of war, and they're tackling it in a man's way. Up in the field and base hospitals under shellfire and valiantly braving air raid terrors, they're "carrying on" untiringly, night and day, working unceasingly to save the lives of our boys.

Miss Hall, who was one of the first American nurses to arrive in France immediately after the United States decided to jump into this job of winding up the watch on the Rhine, was witness of the steering quality of American womanhood in this war under fire.

"I was one of the first to come over with the Harvard Base Hospital unit. No sooner were we landed than we were attached to the British and hurried up near the first line to staff a little tented hospital city near Camiers. There were two other American field hospitals near us.

"It was a bright moonlight night. Our tents were shown up like a silver city. At midnight the alarm sounded. We leaped from our beds. There was no panic. The hum of the Boche machines was plainly audible. Suddenly five deafening explosions told us they had gotten our camp. It only lasted about five minutes, but in that short time their five bombs dropped in a straight line had nearly demolished our camp.

**TENTS WERE RIPPED INTO SHREDS BY SHOT.**

"Tents containing American wounded were ripped to shreds, temporary hospital buildings mowed down like a pack of cards. Six soldier patients were killed and a score or more injured. The morale of the nurses and doctors was wonderful. Forgetting self, they plunged into the work of rescue.

"One girl, Eva Parmalee, of Boston, was on duty in one of the tents most badly hit. One bomb fell so near her clothing was ripped and torn by bits of flying debris and pieces of sand lodged in the flesh of her face. Undaunted she carried on through it all, rushing here and there aiding wounded and assisting in the work of resuce. Not until it was all over did she notice the state of her clothes or the bits of sand in her face.

"I was in a base hospital near Boulogne during that terrible German air raid three days before last Christmas when there were about 300 casualties in the city. No bombs were dropped near the American hospital, but we cared for about fifty of the injured.

## FIGHTING PADRE WORKS HARD ALONG ONE OF GASSED ROADS

### Makes Record Driving Ambulance Ten Hours Over Shell-Swept Highway.

PARIS, October 19.—Ten hours' ambulance driving over a road swept by gas shell fire was the record made by Rev. Father T. J. O'Connell, of St. Jose, Cal., a volunteer Knights of Columbus chaplain serving with one of the National Army divisions over here.

It happened recently on a "quiet sector" of the front, when the Boche succeeded in putting over a surprise mustard gas attack on a division which was in the line for the first time. Many of the Yanks were affected by the noxious fumes, and because of the absence of previous Teutonic activity in that sector few ambulances were there to handle the casualties.

Chaplain O'Connell had a small camion in which he made the rounds of that sector, accompanied by two Knights of Columbus men, who were working with the troops in the field. He volunteered the car and his services as a driver when he heard of the gas attack, and, with a gas mask and helmet on all the time, he worked with the regular army ambulance men, taking the victims to the hospitals some miles at the rear of the lines. The two Knights of Columbus secretaries assisted as stretcher-bearers.

The fighting padre insisted on working until all the wounded had been taken from the field, and then he went into the hospitals, where he gave the spiritual needs of the boys of his own faith his attention.

## War Not All Made Up of Fighting, But There's Fun in Minstrel Show

SOMEWHERE IN FRANCE, October 19.—"Gentlemen, be seated."

"Good evening, Mr. Interlocutor."

"Good evening, Mr. Bones."

"Excuse me for laughing, Mr. Interlocutor, but I done heard a good one on Rastus Brown, that Georgia culled friend of mine, last night."

"Perhaps I'll excuse your impoliteness, Mr. Bones, if you will be so kind as to enlighten us regarding the joke."

"Of course, you know, Mr. Interlocutor, that Rastus is in the machine-gun squad, but there haint no rules preventing him from going armed as he did when shooting dice back in Georgia. Rastus was out there plugging away at them Huns, when all of a sudden up jumps a Heinie from a shell hole and begins to squeal 'Kamerad, kamerad.'

"Now, Rastus had heard of how them Heinies don't like to take prisoners, so he sort-a levels down on that big Heinie and is ready to pull the trigger when the big Hun howls:

"'Please don't shoot, black man, please don't. I never did want to get into this war and, besides, I have a wife and seven children at home.'"

"But Rastus just keep on grinning, and as he clamps his finger down on the trigger he howls:

"'You might a had a wife and sehen chillen back home, you dirty Hun, yut now you'se got a widow and sehen orphans.'"

"Introducing Private Frederick Rath in his own beautiful ballad entitled 'When the Moon Is Shining Somewhere in France.'"

And so it continues—two hours of solid fun and entertainment—whenever the regimental stock company of players of the Three Hundred and Sixth Infantry, American Expeditionary forces give one of their sizzling entertainments.

It is the first regimental stock company organized over here and it is sure worth the while. The boys put the entertainment on for the men coming out of the trenches, their first production being staged under the name of "Let's Go!"

Private Rath wrote practically every line for the show, as well as composing the music. Originality is the watchword, and the show is just as near to Broadway as it is possible to get over here.

There are fourteen men in the cast, including stage manager, stage carpenter and so on, and every man in the cast is a professional. They carry their own scenery, props, etc., and, regardless of where the troops are sent, the "show" goes with them.

They also put on vaudeville shows, and about the best "proof in the eating" is the fact that Colonel George Vidmer has seen the production four times and is very proud of it.

Private Rath is the proud possessor of a wound stripe and was in a hospital for a few days, but he did not permit a little thing like that to interfere with the success of "Let's Go."

Incidentally, every man in the company was a Thespian professional before he donned the khaki for Uncle Sam.

## YANKEES COULD NOT FLY OR SWIM, BUT GOT THERE

### Some German News of Recent Months Reads Rather Strange at This Time.

### HELD AS IMPRACTICAL MASS

### Comment of Frankfurter Zeitung and Interview of Dismissed Chief of Austrian Army Decidedly at Variance With Facts.

LONDON, October 19.—"The great army over the water cannot swim and cannot fly; it will not come!"

That's the way Herr Bergt, Prussian Minister of Finance, dealt with the American army in his budget speech the first of the year. Now the German press, after a long period of silence, contains references to the American Army in France.

The Frankfurter Zeitung recently maintained that France has been successfully impregnated with the German doctrine that Hindenburg is gradually exhausting the reserves of the allies, and concludes as follows:

"Hindenburg's blows are destroying the best fighting forces of the Anglo-French reserves. President Wilson is sending an unorganized and impractical mass of ——; and France will have to go on bearing the main burden, for it is she that provides the best soldiers for the western front. It took years before the Englishman was an efficient fighter, and the Americans start with considerably less favorable conditions, while the German armies have added immensely to their knowledge and experience of war in the meantime."

General Von Arz, dismissed chief of the Austrian general staff, in the Neue Freie Presse, also tried to dispose of the American Army in this fashion:

"You ask me whether American help could provide any sort of a substitute for the loss of the masses of Russians, even if it reached the French battle field in the fullest measure of the wishes and hopes of the allies—which must be doubted if only because the activity of the German submarines is bound to produce disturbance and confusion in the transport dispositions of the American Army. No; I regard it as impossible. One must not forget that at the beginning of the war we had against our fronts from 7,000,000 to 8,000,000 of Russian soldiers, for the most part men with years of training; in any case capable fighters, and simply perfect in the modesty of their requirements. In comparison with that, what are 1,000,000 or 1,500,000 Americans, unaccustomed to war, with short training and no experience, and with their elevated ideas of living and total want of appreciation of the hardships of war? Not words and not promises, or conceited self-estimation, but deeds of strength, organization and intellectual foresight will determine the final success."

## ORDERS ISSUED TO HUNS TO SHOOT AT LOWER LIMBS

### "Spray Them Between Knees and Hips" Was Word Passed to Machine Gunners.

PARIS, October 19.—A wounded lieutenant arriving at a Paris hospital today declared that orders were recently found on dead German machine gun under officers bidding them to fire at the legs of the Americans opposite them.

"Fire low!" the order read. "You will find that the Americans are foolhardy. They will advance directly upon your positions without the cautiousness of the French. They do not crouch, so when they advance erectly your task will be an easy one.

"Spray them between knees and hips. A dead enemy is left by his army on the field until there is time to bury him, but every wounded enemy requires many persons to take care of him.

"Two litter-bearers and two light railway handcar pushers get him back to the ambulance. For every six wounded men the enemy needs an ambulance, a driver and a helper.

"Ambulances consume gasoline and encumber the roads. Moreover, each wounded man requires the attention of a doctor or a doctor and a surgeon, two operation assistants and later the constant care of doctors and nurses.

"He requires bandages and medicines, which take up tonnage in the ships which the enemy badly needs. The personnel who make bandages and medicines are unable to do other positive war work.

"Leg and foot wounds, especially those breaking bones, render combatants useless in a high percentage of cases for further marching. And a man who can't march is as useless to an army as a dead man. Therefore, fire low!"

## REFUSE REGISTRATION

### Argentine Government Turns Down Attempt to Register German Trade Mark.

BUENOS AIRES, October 19.—The Argentine government has refused to permit a local firm to register a trade mark which would have perpetuated Luxburg's words, "spurlos versenkt," in the now famous telegram to Berlin in which he urged the German government to sink Argentine vessals without leaving a trace.

The case has been widely commented upon in the local newspapers, which have applauded the action of the government in refusing to let the words of the former German minister here to be perpetuated in Argentine commerce.

## STORING PRODUCTS FOR WINTER SEASON

### Government Officials Issue Some Timely Advice to Food Growers.

### PUT VEGETABLES IN CELLARS

### Care Must Be Exercised in Event Heater Is Located Near.

WASHINGTON, October 19.—Have you taken stock of your garden crops for storage and planned accordingly? asks a bulletin of the National War Garden Commission of Washington. You have gone over the top for a bountiful crop, have fought garden insects and diseases and have a reward in crops to feed yourself and family for some months to come.

It is time now to plan for sorting certain crops for winter use. How are you going to do this in house cellars, outdoor cellars, pits, trenches, cold frames or where? There are several satisfactory ways of storing the various crops, it is only a matter of planning to meet your needs.

The home cellar is a good place in which to store vegetables providing it meets the necessary requirements of ventilation, temperature, moisture and drainage.

A well-drained, well-ventilated, unheated cellar, with earth floor and freedom from freezing temperature, is just about ideal for the storage of vegetables. You can control the temperature by opening the windows at night or when the outside air is not freezing cold, and closing them when it warms up. Try to keep it about 40 degrees F.

The earth floor will give up just about enough moisture to keep the vegetables from drying out. If there is a cement floor, watch the vegetables for signs of withering and then sprinkle the floor with water as necessary to keep the vegetables plump and crisp. It is a good plan to spread an inch or two of sand or earth on the floor and sprinkle with water occasionally.

In the cellar vegetables are most conveniently stored in boxes or barrels. These should be placed on strips of wood or other supports to raise them off the floor to allow air to circulate beneath them. They should also be set away from the cellar walls so the air may move back of them. Shelves may be built to support the boxes, if desired. Built-in boxes are often used, but they are not so handy to work nor so easily cleaned as boxes.

Keep the vegetables in the dark by darkening the windows or by covering with paper or other material.

**STORING VEGETABLES IN HEATED CELLAR**

Every cellar with any kind of house heating plant in it is usually too warm and dry for vegetables. The thing to do in such a cellar is to partition off a small room—corner room preferably—with a window or two, for a vegetable or root cellar.

The partition is easily built with 2x4-inch strips placed at top and bottom to which the boards are nailed, a single thickness of boards is not enough. A fairly good partition may be made by placing building paper over the boards with tongue-and-groove material over this.

To make a well-insulated partition, however, is more of a job. Use a 2x4 scantling for a plate on the floor and set studding from plate to ceiling. Place these sixteen inches apart, nail boards on the outside, cover with building paper and nail tongue-and-groove material over the paper. On the inside lath and plaster in the usual way. Put in a door wide enough to take in a barrel for convenience in getting vegetables in and out.

**PROPER VENTILATION IS HIGHLY IMPORTANT**

Your storage room will require a special means of ventilation or ventilation flue, but that is easily arranged if there is a window in the cellar wall, if not, one should be made. Make a flue of two length of stovepipe and one elbow, or build one of boards with an elbow, and after removing one of the lowest window lights fit the elbow end of the flue into the lower part of the window light space and let the long end extend nearly to the floor.

Equip this with a damper or other means of closing it to stop the inflow of cold air when desired. Close up the window light space around the flue with a thin board cloth, burlap, paper or other material. Now at a point in the window higher up than the upper end of the flue, remove part or all of a window light, but arrange for closing this opening when necessary. This is the outlet for warm air.

When the outside air is not freezing cold, but colder than the storage-room air, open the outlet for warm air and the damper in the intake flue and the cold air will drop down the flue thus forcing the warm air out of the opening. In this way circulation is established and the storage room is kept cold. In freezing weather keep all openings closed except as necessary to hold the room temperature about 40 degrees F. If the air becomes dry and the vegetables begin to shrivel, sprinkle water on the floor as required.

**IN THE ABSENCE OF GOOD STORAGE CELLAR**

In the absence of a good storage cellar the best means of storing vegetables is the barrel or box pit. This is so easily built and is so convenient for removing vegetables that it will instantly commend itself to the home gardener, but in the very cold sections of the country it may not be profitable or safe to store vegetables in pits of any kind.

To make a barrel pit, level off a space of ground about 3x5 feet and spread straw, hay or leaves several inches deep over it. Lay the barrel on this after taking out one head. Fit either the head or a board cover over the open end of the barrel in such a way that it is tight, but can be easily removed when the pit is opened in the winter. Place in the barrel the beets, carrots, turnips, potatoes or other root crop to be stored. Fasten on the cover and spread a foot or more of leaves or straw over the barrel except the front end, and cover with several inches of earth. Then fill in over the front end in the same way. As the weather grows colder add more earth as required and then cover this with straw, manure or cornstalks. When you wish to open the pit just move the earth and straw away from the front end of the barrel, remove the cover and take out whatever supplies are desired. Then replace the cover and protecting material.

This kind of a pit has the advantage of being very easy and convenient to open and close at any time and will hold nearly three bushels of root crops.

A box may be used in this kind of a pit instead of a barrel if desired. A long box is the best shape. Take out one end and handle the same as a barrel. Be sure to provide drainage so that water does not soak into the pit. Just dig a trench around the base of the pit to conduct off the water.

**VEGETABLE PIT MADE OUT IN OPEN AIR**

Several small pits are better than one large pit for the home storing of vegetables. In the coldest sections of the country, however, pits are not recommended because they cannot be made frost proof.

Make pits holding about a bushel and include an assortment of vegetables in each one so that a complete supply for a few weeks may be taken out at one time. It is somewhat troublesome to open and close a large pit to secure an occasional supply of vegetables.

(Continued on Third Page)

## IRELAND FAILS TO GROW ITS OWN SUPPLY OF FOOD

### Export and Import Figures Disclose Fact That Much Is Obtained From Other Nations.

### LARGE INCREASES ARE SHOWN

### Value of Farm Products, Food and Drinkstuffs Is Placed at Thirty-Nine Million Pounds by Official Statistician.

DUBLIN, October 19.—There has just been published the official return of Irish trade in exports and imports for the year 1916. The delay in publication is explained by the reduction in the staff of the Department of Agriculture due to enlistment.

John Hooper, who is the official in charge of the statistical department, estimates the value of Ireland's imports during 1916 at £105,000,000 and the exports at £107,000,000. These figures both show big increases over the year 1915, £18,000,000 in imports and £20,000,000 in exports.

Hooper points out that these increases are not due to quantities, but to the greatly increased values due to the war. In fact, if the 1916 figures were estimated at 1915 values imports would have shown a decrease and exports only a 2 per cent increase.

Analyzing the returns into various classes of goods imported and exported, Hooper notes the curious fact that Ireland, essentially an agricultural country itself, is shown to be largely dependent on other countries for farm produce, food and drink stuffs. In 1916 the value of imported goods under this head was £39,000,000, and that figure showed an increase on 1914 of £13,000,000. No doubt the figures for 1917 and 1918, when they are available, will show a rapid and drastic turn the other way, for in these two years there has been a boom in home production of foodstuffs and, owing to scarcity of ships, a big drop in exports of goods produced at home.

In 1916 there is shown to be a big export of farm produce, amounting to 58 per cent of the total exports. This indicates the want of co-ordination and the consequent use of tonnage for unnecessary purposes, for while exporting 58 per cent of the whole farm produce Ireland imported 37 per cent of the same kind of commodity. In this respect also the returns of 1917 and 1918 will show better management.

For this class of export Mr. Hooper's returns reveal the interesting fact that in the supply of farm produce to Great Britain Ireland is second only to the United States. The figures for the latter are £133,000,000, while those from Ireland are £62,000,000, Canada coming next with £45,000,000.

## VALUE OF DEADLY TANKS TOLD BY ARTILLERYMAN

### Large Force Is Required to Supply the Shells Necessary to Operate One.

PARIS, October 19.—"The German cannon of accompaniment is a failure," declared an American artillery officer whose duty it is to compare and compile reports on the everchanging artillery tactics of the entente and her enemies.

"The German press made a big hullabaloo about the supposed success of the army's 'light' trench mortars mounted on wheels and carried forward in the infantry ranks either by one horse or four infantrymen in harness.

"But the German press did not mention what he knew—that this wheel-mounted trench mortar weighed nearly 300 pounds, and that the heavy steel base on which it required mounting when set in position weighed about 200 pounds, making the total weight of mortar and base 500 pounds.

"In addition, each projectile weighed more than eight pounds, and one soldier could carry forward in the ranks but five at a time. If the mortar fired twenty shots a minute, the best it could do, and the fire were continued for ten minutes, at least twenty men would be required to feed it ammunition.

"I saw an order recently of the Thirteenth German Company of Artillery which said: 'Experience shows that the light trench mortars are not always able to follow the infantry. Their installation requires more time than the artillery, because they are carried farther forward in the advance. It is very difficult to get them in place and to feed them. Fighting in a war of movement is always carried out with rapidity, and one cannot always wait for the minerwerfer to get ready to fire.'

"There you are," continued the officer. "That admission bears out the contention of allied artillery experts that the tank is the true cannon of accompaniment. The tank in its crudest form has been a success from the start. With Stokes guns, machine guns, French 37's or perhaps American light field pieces of a certain type mounted in them they answer perfectly every requirement.

"They carry forward within the protection of their steel walls enough ammunition for continued fire. They carry their guns forward faster than a horse or men in harness can do."

**Many Real Estate Deals.**

LONDON, October 19.—Business in real estate is booming as it has not done for many years. Auctioneers say they know no parallel to the present demand for farms and portions of big estates which are gradually being split up all over the country.