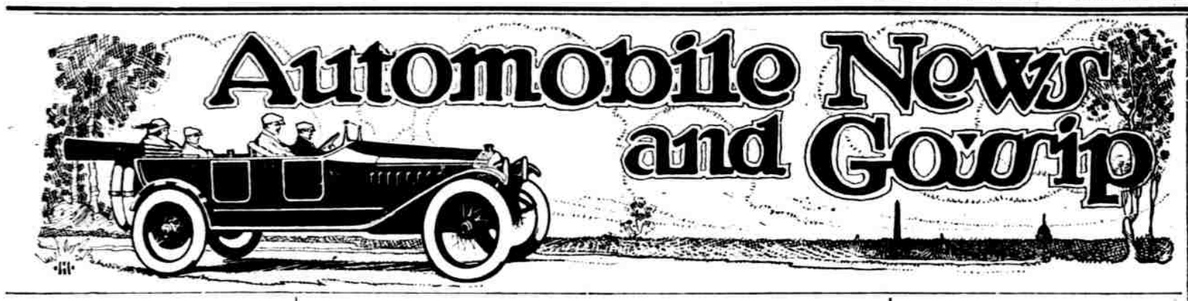


NEW FACTORIES FOR NATIONAL

Additional Buildings Being Erected for Manufacture of Automobiles.

TO OCCUPY BIG BLOCK

Despite War, Company's Business Has Increased—"Highway" Twelve-cylinder Cars Popular.

Indianapolis, Aug. 28.—That the European war is considered to have less effect on American business today than it did one year ago is evidenced by two lareg factory buildings now being erected by the National Motor Vehicle Company at Indianapolis. Just a year ago the National company removed eighteen dwellings from the block adjoining their factory for a new addition. Before actual building started the war assumed such large factory buildings now being erected visable to postpone operation. Today, with the European conflict on a much larger scale, National officials believe that business conditions are so promising that they are building more than double the amount planned last year.

One building is 38x278 feet; the other building is 80x400 feet. Both are two stories high. Actual construction is well under way, and the work is being rushed to the limit. Both National buildings are of the most modern construction, concrete and steel, absolutely fireproof.

Having gradually added to their original plant, established fifteen years ago, the National Motor Company now occupies a solid city block. With the new additions, its factory is one of the most complete manufacturing establishments, as it can operate independent of all outside forces, being equipped to furnish its own power, heat, light, water and fire protection.

To House General Offices.

One of the new buildings will include the National general offices, which are being entirely equipped with metal furniture.

When asked about their building operations, George M. Dickson, the National general manager, said:

"To get the new buildings completed quickly is the problem. We need the additional space very badly. In the entire fifteen years' history of the company, which goes back to the very inception of the automobile industry, we never had so rugh business. In fact, right now, we have three times as many bona fide orders as we ever had before. With our trade demanding more cars, we are compelled to increase our manufacturing facilities.

"Although to put up modern buildings requires a large investment, we think that the present conditions and the outlook for the future for ourselves well warrant the expenditure. With our increased facilities we can take care of so much increased business and so greatly reduce our cost of production that the cash expenditure necessary for the buildings will prove to be a most profitable investment."

Every foot of the National plant, including the new additions, is to be used exclusively for the production of National cars. The increase in size of the National factory is in a large measure due to the popularity of the National "Highway" twelve-lcylinder cars, which were announced at the time of the Indianapolis 500-mile race.

The plant is equipped with the machinery necessary to produce motors. It is a well known fact that today it is impossible to buy much machinery. This is because the tremendous amount of "war orders" placed in the United States are utilizing all that is available.

The National will again be represented in Washington this coming season, and announcement of the arrival of the first cars will be made within the next few weeks.

PHONE LINCOLN 4060
FOR
PERFECT SERVICE
THE LARGEST AUTOMOBILE
SERVICE STATION
In Washington.
REPAIRS
TO
ALL MAKES OF CARS
It is the ability to secure perfect service that makes the ownership of a motor car a pleasure.
WE GIVE THAT SERVICE.
MILLER BROS.
Automobile and Supply House,
61 PIERCE STREET N. E.
Open Day and Night.

Studebaker
Commercial Auto & Supply Co., 817 14th st.

THE NEW
Cadillac Eight

Arrange for a RIDE—
The Cook & Stoddard Co.
Tel. North 7810 1138-40 Conn. Ave.

"Paramount Girl" Leaves Los Angeles on Motor Tour to N. Y.

MISS ANITA KING.

"The Paramount Girl" is motoring from Los Angeles to New York. Her automobile is equipped with four Firestone Nonskid tires and one spare.

CADILLAC DAY DRAWS MANY TO EXPOSITION

Hundreds Tour to Panama-Pacific Fair—See New Models Unveiled. Car Honored.

In setting aside Friday, August 20, as Cadillac day, officials of the Panama-Pacific Exposition at San Francisco conferred an unprecedented honor upon a motor car. That the action met with popular approval is shown by the fact that no less than 500 cars lined up for the motor parade that was a feature of the day. Thousands of persons witnessed the unveiling of the 1916 model of the eight-cylinder type and other thousands were unable to get near enough to see the ceremony.

The intense interest in the day which was shown all over California crystallized in almost innumerable tours from the various towns to the metropolis. The majority of the touring parties made their trips in Cadillac cars, but all motorists were invited to participate. All the machines from Southern California met in Los Angeles, whence two sections traveled north.

One took the coast road, and was joined by other cars at almost every town. The other section was routed up the San Joaquin Valley, and grew in numbers as it neared San Francisco. Sacramento and Stockton were gathering points for the tourists from the Sacramento Valley, and there were smaller tours from all sections and all directions.

When the cars were finally lined up for the parade through the city to the exposition and through the grounds, there were more than 500 assembled. Once inside the grounds, the Cadillac ceremonies and amusements became the center of attraction for all within the gates. The result was that, while thousands saw the ceremony of unveiling the new models, there were other thousands who could not get inside the transportation building.

Before the unveiling, the exposition officials presented the medal of honor awarded to the Cadillac, and acceptance was made by Don Lee, the car's representative in California. A series of gymkhana and other contests finished out the afternoon and in the evening there was a special display of fireworks.

ENCOUNTERS PERFECT ROADS.

Chicago Tourist Delighted with Trip to Washington.

"I hadn't the remotest idea there were so many continuous miles of perfect roads in the United States as I encountered on my tour to Washington."

This is the statement of C. J. Peterson, of Chicago, who, accompanied by F. A. Anderson, of the same city, motored to the National Capital, via Northern Ohio, Central New York, the New England circuit, the Jersey coast resorts and Philadelphia.

Mr. Peterson and Mr. Anderson are members of the Chicago Motor Club, which is affiliated with the District organization, and called at local club headquarters for a route home via Frederick, Gettysburg and the Lincoln Highway.

"PARAMOUNT GIRL" ON TOUR.

Movie Player Motoring from Coast to Coast.

That moving picture play acting has no corner on thrills, is the belief of Miss Anita King, of Paramount picture fame. She has just left Los Angeles on a transcontinental motor tour to New York.

Miss King is popularly known as "the Paramount girl" and is a very attractive young lady. She is sensibly attired for her long journey, wearing a regular motorist's suit with knee boots. Her car is equipped for any emergency and carries as regular equipment four Firestone nonskid tires with one spare. Miss King's trip has already aroused much interest, which is bound to increase more and more as she motors through each town along her route.

HARRY HARKNESS HEADS SPEEDWAY

Elected President of Sheepshead Bay Corporation, Succeeding C. G. Fisher.

HAS MADE MANY RECORDS

Famous for His "Climb to the Clouds," Ascending Mount Washington in Thirty-four Minutes.

Harry S. Harkness has been elected president of the Sheepshead Bay Speedway Corporation in place of Carl G. Fisher, who resigned owing to the demands of his business interests in Indianapolis and Miami, Fla. Mr. Harkness is the only son of L. V. Harkness, a Standard Oil magnate, who died last January, leaving him a colossal fortune.

It was natural that the Sheepshead Bay Speedway project should have appealed to Mr. Harkness, for in the early days of motor racing, from 1900 to 1906, he was one of its most conspicuous figures. In those days he was a frequent contender against Alexander Winton and the late Albert C. Bostwick in track races. Later, on road and hill, he made records that have never since been beaten.

Starting from the Boston Athletic Club June 6, 1909, in the early hours of the morning in his big Mercedes car, he made the 237 1-2-mile run to the Central Bridge, at the beginning of Jerome avenue, New York, in five hours and thirty-eight minutes. This still stands as the Boston-to-New-York record.

A Pioneer Aviator.

Mr. Harkness, however, is probably best known to motorists by reason of his wonderful "climb to the clouds." On July 16, 1906, he made the steep, tortuous eight-mile ascent of Mount Washington in his Mercedes in thirty-four minutes and thirty-seven and three-fifth seconds, distancing all competitors. This is still the record. The newspapers at the time devoted columns to the wonderful and daring feat.

Aviation next appealed strongly to his adventurous spirit, and he became one of America's earliest birdmen. His most noteworthy performance at the new game was flying from San Diego, Cal., to the Mexican fort at Teoguana, a distance of sixty miles, with a military message from Mayor McManus, captain of the Eastern division of naval reserves, his mount being a 60-70-horsepower Curtiss aeroplane. Later he established a flying stable of five 70-horsepower Antoinettes.

It is not improbable that President Harkness will be represented by a racing car in the contest for the Vincent Astor Cup October 2.

POTOMAC PARK TO HAVE ROAD.

Gen. Kingman Grants Permission for Laying of Tracks.

Upon the recommendation of the Secretaries of War, Treasury and Interior, Gen. Dan C. Kingman, chief of army engineers, has reconsidered his action and granted permission for the laying of railroad tracks through Potomac Park in order to expedite work on the new home of the Interior Department. Several days ago the contractors asked for the privilege to run a short link of track to the building, as was done in the erection of the new Bureau of Engraving and Printing. Gen. Kingman at first doubted his authority to grant such a privilege.

PLAN BIG LABOR DAY AUTO RACES

Twenty Expert Drivers Will Be Seen in Events at Benning Track.

MANY CARS ARE ENTERED

Medium and Heavy Machines Will Appear—Australian Pursuit Race Scheduled—Band Engaged.

The Labor Day automobile races to be held at Benning by the American Automobile Racing Association represents the largest number of fast cars ever shown on the local dirt track. More than twenty automobile drivers have expressed their desire to compete here, a large majority of whom are expert racers. The cars to be shown in action are foreign as well as American machines, ranging from 12 to 120 horsepower.

For the past month the local owners of fast cars have been equipping them with the latest engineering features for increasing speed, and a real race with abundant competition and plenty of thrillers will surely be presented.

The Washington public will have its first view of a light car race in the Argo, Trumbull, and Saxon, and honors appear even, as the machines are well matched.

Following this event there will be the medium car race, with a full list of contestants. Then the heavy car race; next the free-for-all, closing with the Australian pursuit race. All events will be very interesting, due to the large list of entrants and the cars being arranged equally in power. Surprises may be expected in the driving of the cars.

At the last meet held at York, Pa., July 5, the Washington representation of eight cars put up a very creditable showing, winning a large number of events. These cars are being groomed for a real test Labor Day, when they meet in contest an equal number of foreign cars of exceptionally large horsepower.

Gentlemen's Roadster Race.

A novelty feature of the program will be a gentlemen's roadster race, also a gentlemen's touring car race, for which prizes will be offered for fastest cars. Cars eligible under this event are all standard stock roadsters and touring cars with their full equipments, allowing top and windshield to be lowered.

The reason for the large number of entries is due to the co-operative meet, in which the money realized from the meet, over expenses, will be proportioned among the contesting cars, losers as well as winners, with the result that the owners and drivers of the racing cars, in the event of large attendance, will realize something to repay them for wear and tear on their machines. All of which makes for a meet that will surely satisfy the public's demand.

A full band will furnish music during the events, adding to the enjoyment of the crowd. General admission will be 50 cents.

The Washington parties conducting the meet are Irving J. Henderson, president; Ray Semmes, vice president; Irvin T. Donohoe, treasurer; P. E. Rowe, Edward Voigt, H. D. Myers, I. C. Barber, W. L. Carter, secretaries; W. L. Smith, H. E. French and Frank J. Stewart.

FORD CHECKS GO EVERYWHERE.

Profit-sharing Plan Increases Car's Popularity.

Here is still another reason why the Ford is actually and literally, even geographically, "the universal car." Each of the 200,000 or so Ford checks of $50 each, now being mailed to the Ford owners who share in Ford profits for the year, is going through some one or other of Uncle Sam's 56,000 postoffices. That gives some conception of the tremendous area covered by this distribution of $15,000,000.

In addition, when one considers where these 200,000 checks of $50 each will go, what each of them will buy, how many individuals, such as butchers and grocers and clothing merchants and shoe dealers in every city, town and village in the United States will profit by them, one gets some idea of the far-reaching economic and social effect of Ford profits.

'BILL' JOSE, 'OLD-TIMER,' JOINS AUTOMOBILE CLUB

Regarded as the Most Widely Known Individual in Local Auto Circles.

Since formation of the local automobile club was commenced, many of the pioneers of local motordom have made application and have been elected to membership. But it was on last Tuesday that the pioneer of pioneers joined the ranks.

The latest of the "old timers" to take out a membership in the newly formed organization was "Bill" Jose, perhaps the most widely known individual identified with local motoring affairs.

Receipt of Mr. Jose's application was the occasion of much rejoicing at club headquarters, as it adds to the club roster a member whose judgment of worth is keen, whose activities in the bettering of motoring conditions are of wide range, and whose influence in the upbuilding of the organization will be of far-reaching value.

The first of Washington's "old timers" to join the club was Rudolph Jose. In the following order came "Joe" Stoddard, "Skeets" Watson, Irvin Donohoe, Arthur Middleton, "Jack" Bartram, Howard Fisk and "Joe" Trew.

THURLOW WHITE MAKES COAST-TO-COAST TRIPS

First Local Autoist This Season to Cross Continent and Return by Machine.

To Thurlow White belongs the distinction of being the first District motorist to make a complete double transcontinental automobile trip this season. Mr. White returned from his long trip last week, calling at the local auto club headquarters to tell of his experience and to add to the touring bureau's fund of valuable road information.

While naturally enthusiastic about the trip, having traversed much of the continent's most beautiful country, Mr. White has a vivid memory of several hardships encountered on the way. This applies particularly to the return trip, during which he was forced to leave the designated roads many times, owing to washouts. Most of the return route followed the Lincoln Highway, and the unusual conditions obtained because of incessant rains.

This Washingtonian was loud in his praise of the general road conditions found on his long journey. He was surprised, he said, at not encountering more bad highways than he did. The character of garage and hotel accommodations also received his enthusiastic indorsement.

Going out to the Pacific Coast, Mr. White followed the National Old Trails and the Santa Fe routes. This gave him the desired chance to visit the Grany Canyon of the Colorado. His was the first car in three days to enter, the roads having been blocked by washouts.

A number of the members of the local automobile club are on extended motor trips. Mr. White's trip, while unusually long, is only one of many that will take local motorists to the other side of the continent.

Changes in Personnel.

The following changes in the personnel of the Department of Commerce were announced yesterday:

Miss Edith M. Berwick has been reinstated as clerk at $1,200 in the office of the Secretary.

In the Bureau of the Census, the following clerks have been promoted: Charles H. McHugh, to $1,400; Frank W. Sebring, Miss Hazel M. Hartnett, Mrs. Marie R. English and Nicholas E. De Santis, to $1,200, and Howard R. McCleery, Miss Bess Melton, Miss Bessie H. Burwell, and Mrs. Adele R. Redick to $1,000.

Ernest E. Evans, clerk to the commercial attache at London, England, Bureau of Foreign and Domestic Commerce, has resigned.

Probationary appointments have been given to Henry E. Tate as laborer in the Bureau of Fisheries at Puget Sound, Wash., station, and to Samuel P. M. Bent as second assistant keeper of Southeast Five Finger Islands Light Station, Alaska, Lighthouse Service.

LEARY RETAINS MAXWELL AGENCY

Contract Ratified for Handling Popular Car Here Another Year.

PRICE OF AUTO IS CUT

Manufacturing Economies Make Possible a Reduction—Many Mechanical Changes in New Machine.

Formal renewal of contract relations between the Maxwell Motor Sales Corporation of Detroit and H. B. Leary, jr., of this city, have been made in the ratification of the local firm's contract and its return, bearing the signature of Assistant Sales Manager C. E. Stebbins, of the Detroit factory. The Maxwell line is thereby assured for another year of representation here, which has been found adequate and satisfactory.

While ratification of the contract by the Maxwell people was little more than a mere formality—"Once a Maxwell dealer, always a Maxwell dealer" is an axiom of President Walter E. Flanders—members of the local organization are all enthusiastic over the assumption of another year's alliance.

"We picked the Maxwell in the first place. We believed we could make more money handling it than any other type of cars," said Mr. Leary.

"Our experience has justified our choice. Though the margin of profit on a $655 car is necessarily small, the volume of sales is great, provided always that the car satisfies its owner, as the Maxwell does.

"We are expecting even greater things in the coming season. The cars are larger, handsomer and more powerful than last year's. They will have behind them a sales impetus given by the satisfactory performance of the cars we have already sold. Our own service department has shown its ability to keep every Maxwell car in our territory at top efficiency all the time, and the factory has a magnificent system of keeping us supplied with anything we may need.

Big Cut in Car Cost.

"Manufacturing economies that have been put in force at the Detroit, Dayton and Newcastle Maxwell plants have made possible a big cut in the price of the car this year. We are now able to show a combination of style and mechanical ability that is absolutely unique.

The first shipment of the new Maxwells is already on view at the local salesroom, and amply makes good the enthusiasm of the sales force. In addition to a number of mechanical changes, the new Maxwell has a heart-shaped radiator crown, increased seating room, demountable rims, one-man type top and is furnished complete with electrical equipment at the list price. A clutch running entirely in oil is a feature that greatly adds to the smoothness of operation.

In specifications and in its general lines the car shows plainly its right to a heritage of sturdiness, descended from a long line of sturdy Maxwell ancestors.

NAVY IS NO REFORMATORY.

Officials Refuse to Admit Thief "Sentenced" by Jersey Judge.

The sentence of Justice of Peace Noah Woodruff, of Roselle Park, N. J., compelling George Pierce, 18, to enlist in the navy for five years, never will be carried out. Assistant Secretary of the Navy Roosevelt yesterday wired instructions to all recruiting stations to reject Pierce's application.

"The navy is not a reformatory," heatedly asserted Roosevelt. "These cases only arise through the ignorance of magistrates of the condition of affairs now existing in the navy."

Young Pierce had been convicted for stealing some green corn from a neighbor's yard. The magistrate said he didn't want to send him to jail and therefore would make him enlist in the navy.

This was the second case of this kind recently called to the Navy Department's attention.

JITNEYS IN DISTRICT ARE COMMON CARRIERS

Utilities Commission Decides to Take This View Upon Syme's Recommendation.

Jitneys will be declared common carriers by the Public Utilities Commission within the next few days. The commission has decided to take this action upon recommendation of Conrad H. Syme, general counsel.

Jitney owners probably will be required to make immediate reports of accidents, to file statements as to their rolling stock, routes, schedules and rates, and to submit annual reports to the commission. At present there are forty-one jitneys in the city. The commission will not immediately give consideration to jitney rates.

Jitney permits have been issued to the following: The Arlington Barcroft Company for eight cars; Baltimore and Washington Boulevard Company, four cars; employes of Southern Railway at Potomac yards, one car; Jitney Bus Company, ten cars; Agnes Mahr, one car; Thomas M. Nolan, two cars; Stein, Harris & Dulcan Co., six cars; James M. Swain, one car; Virginia Auto Service Company, incorporated, six cars; Selina M. Wright, one car, and Mrs J. C. W. Singleton, one car.

"GO TO FAIR BY AUTO; IT IS THE ONLY WAY"

So Says Pennsylvanian, Who Has Just Made 9,000-mile Trip in Paige Six.

"If you are going to the exposition, by all means make the journey in a motor car if possible," is the enthusiastic advice of L. M. Yoder, of Belleville, Pa.

"One does not half appreciate the possibilities for pleasure that are offered by the motor car until he has made a tour of this kind. There is no comparison between making this trip to California in a hot stuffy train, and making it in a big easy-riding and powerful motor car, that will sweep up the steep grades and glide down the descents, and with power enough to carry you through any road or mire you meet.

"Then there are numerous interesting little trips to be made that are not only a great source of pleasure, but which are in themselves a remarkable education in the history of our own United States.

"All the way from Pennsylvania to San Diego we maintained an average of 225 miles per day, and this was done without traveling after nightfall. During our return we experienced some decidedly inclement weather; in fact, the roads for a great share of the journey were nothing short of seas of mud, through which we had to plow our way. However, we covered 9,000 miles, across deserts and over mountain ranges, and each new difficulty of the road that presented itself from time to time was met and overcome easily by the car we drove.

"I believe this is one of the most remarkable trips that was ever made in a motor car," concluded Mr. Yoder, "as we took the car we drove, a Paige Six-'46,' right from the freight car in which it had been shipped from the factory, bundled in our luggage and started out, not even waiting to tune it up, or make an adjustment of the carburetor."

ARMY ORDERS.

Capt. Julian R. Lindsey, cavalry, will proceed to Front Royal, Va., for selection of six cavalry horses and six polo ponies.

Leave of absence for one month, with permission to apply for an extension of two months, is granted Col. George A. Dodd, cavalry, to take effect upon his relief from duty at Columbus Barracks, Ohio.

Maj. Gordon G. Heiner, Coast Artillery Corps, is relieved from duty as fort commander, Fort Banks, Mass., and will report, on or about October 1, to the commanding general, South Atlantic coast artillery district, for duty on his staff as materiel officer.

Capt. Marion S. Battle, Coast Artillery Corps, is relieved from assignment to the Sixty-ninth Company, placed on the unassigned list, to take effect on or about September 15, and will then report to the commanding general, South Atlantic coast artillery district, for duty on his staff as personnel officer.

Maj. Marcellus G. Spinks, Coast Artillery Corps, is relieved from duty on the staff of the commanding general, South Atlantic coast artillery district, and will proceed to Fort Crockett, Tex., and assume command of the coast defenses of Galveston on or about September 15.

The leave of absence granted Capt. Englebert G. Ovenshine, Twenty-eighth Infantry, in special orders, No. 187, August 6, 1915, second division, is extended five days.

Each of the following named officers will proceed at the proper time to Jacksonville, Fla., for duty in connection with the national matches, and upon the completion thereof will return to his proper station: Maj. Edward M. Shinkle, Ordnance Department; Capt. William H Clopton, jr., Thirteenth Cavalry, and Capt. William E. Persons, infantry.

Col. Richard M. Blatchford, infantry, executive officer, national matches, will proceed to Jacksonville, Fla., for duty in connection with the national matches.

A board of officers to consist of Maj. Paul S. Halleran, Medical Corps; First Lieut. Bertram F. Dorkwall, Medical Corps; First Lieut. Joseph C. Morrow, jr., aviation officer, Signal Corps; First Lieut. Joseph E. Carberry, aviation officer, Signal Corps, and First Lieut. Henry W. Harms, aviation officer, Signal Corps, is appointed to meet at Fort Sill, Okla., at the call of the senior member, for the purpose of examining certain enlisted men with a view to determining their qualifications as aviation mechanician.

So much of paragraph 39, special orders, No. 172, July 26, War Department, as relates to Col. John F. Morrison, Sixth Infantry, is revoked.

Col. John C. F. Tillson, Fifteenth Infantry, is relieved from assignment to that regiment, to take effect September 1. He will report to the commanding general, Western Department.

So much of paragraph 35, special orders, No. 179, August 3, War Department, as directs Capt. George E. Thorne, Quartermaster Corps, to proceed to Fort Benjamin Harrison, Ind., on or about September 1, for temporary duty and on the completion thereof to proceed to Galveston, Tex., is so amended as to direct Capt. Thorne, upon the completion of the duty at Texas City, Tex., assigned to him under paragraph 4, special orders, No. 195, August 21, War Department, to proceed to Galveston and report in person to the commanding officer, Port of Embarkation, for assignment to duty as assistant to the depot quartermaster at that place, and so much of the latter order as directs Capt. Thorne to return to his proper station is amended accordingly.

So much of paragraphs 9 and 13, special orders, No. 195, August 21, War Department, as directs First Lieuts. John G. Tyndall and Walter W. Merrill, Sixth Field Artillery, to report in person on September 6, to the commanding officer, Camp Robinson, Sparta, Wis., is amended so as to direct those officers to report as directed as soon as possible after August 27.

NAVAL ORDERS.

MOVEMENTS OF VESSELS.

Osceola arrived at Cape Haitien, August 28; Nero arrived at La Paz, August 25; Delphin arrived at Portsmouth, N. H., August 27; Birmingham, Utah, Dixie, Fanning, Jarvis, Beale, Burrows, Tippu, Paulding, and Patterson arrived at Hampton Roads, August 27; Culgoa arrived at Philadelphia, August 27; Virginia, Nebraska, Georgia, New Jersey, Arkansas, Texas, Florida, and Michigan arrived at Hampton Roads, August 27; Leonidas arrived at New York, August 27.

ORDERS TO OFFICERS

Lieut. L. H. Maxfield, detached Naval Aeronautic Station, Pensacola, Fla.; to works Goodyear Tire and Rubber Company, Akron, Ohio.

Assistant Surg. Howard Priest, detached Georgia; to Tennessee.

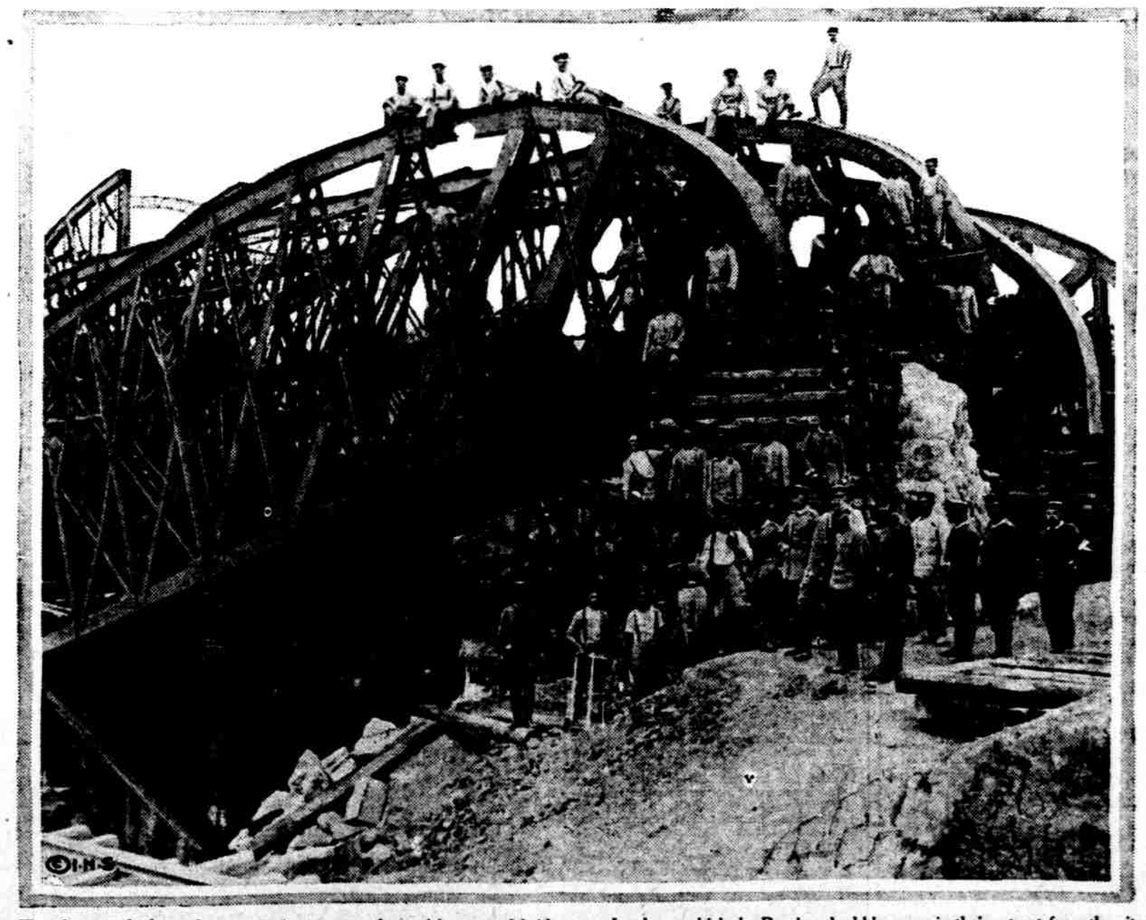
Assistant Surg. J. T. Boone, detached Naval Training Station, Norfolk, Va.; to Tennessee.

Passed Assistant Surg. R. B. Henry, detached Rhode Island; to Tennessee.

Lafayette Starts Training Sept. 7.

Easton, Pa., Aug. 28.—The Lafayette football team will begin preliminary training at the Delaware Water Gap September 7. The headquarters of the team will be at the Glenwood Hotel, where a playing field and equipment will be provided. Coach Crowell, who is director of athletics at Lafayette, will have a squad of between thirty and forty men.

GERMAN ENGINEERS AT WORK



The photograph shows German engineers at work repairing a steel bridge near Lemberg, which the Russians had blown up in their retreat from the city. One of the marvels of the war has been the rapidity with which the highly trained German engineers have succeeded in reconstructing bridges and railways blown up by the enemy.