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THURMONT, FREDERICK COUNTY, MD., THURSDAY, AUGUST 24, 1916.

NO. 24.

## FREDERICK RAILROAD

Thurmont Division  
Schedule In Effect June 18, 1916.  
All trains Daily unless specified

Leave Frederick	Arrive Thurmont.
6:25 a. m. Except Sunday	7:12 a. m.
7:10 a. m. Sunday Only	7:57 a. m.
8:20 a. m. Except Sunday	9:07 a. m.
9:50 a. m. ....	10:37 p. m.
11:40 a. m. ....	12:27 p. m.
2:10 p. m. ....	2:57 p. m.
4:00 p. m. ....	4:43 p. m.
4:42 p. m. ....	5:29 p. m.
6:10 p. m. Except Sunday	6:57 p. m.
8:20 p. m. Sunday Only	9:07 p. m.
10:10 p. m. ....	10:56 p. m.

Leave Thurmont. Arrive Frederick.

6:01 a. m. ....	6:46 a. m.
7:21 a. m. Except Sunday	8:06 a. m.
8:11 a. m. Sunday Only	8:56 a. m.
9:23 a. m. Except Sunday	10:08 a. m.
10:45 a. m. ....	11:30 a. m.
12:34 p. m. ....	1:19 p. m.
3:14 p. m. ....	3:59 p. m.
5:02 p. m. Sunday Only	5:47 p. m.
5:22 p. m. Except Sunday	6:07 p. m.
5:45 p. m. ....	6:30 p. m.
7:20 p. m. Sunday Only	8:06 p. m.
7:35 p. m. Except Sunday	8:20 p. m.
9:15 p. m. Sunday Only	10:00 p. m.

Note—All trains arriving and leaving Thurmont scheduled from Western Maryland station.

Note—All trains arriving and leaving Frederick scheduled from Square.

## Western Maryland Ry.

Schedule In Effect June 18, 1916

GOING WEST.

Leave Baltimore	Leave Thurmont	Arrive Hagerstown	Arrive Cumberland	Arrive Washington	Arrive Chicago
*4:01am	6:00am	7:20am	11:02am		
*8:08	10:43	12:07pm			
*10:40	12:32	ari. 35	4:00pm	8:10am	
*12:25pm	5:10pm	6:28			
14:04	6:21	ar. 40			
15:14	7:31	8:55			
16:58	9:13	10:36			

GOING EAST.

Leave Chicago	Leave Cumberland	Leave Hagerstown	Leave Thurmont	Arrive Baltimore
	7:15am	7:18am	9:16am	
	8:00	8:00	9:19	11:39
	*7:15	*1:55pm	3:13pm	5:41pm
*8:15pm	1:30pm	3:50	4:55	6:51
		*4:20	5:42	8:10

\*Daily. †Daily except Sunday. ‡Sunday Only.

## GERMAN SKY MERCHANTMEN MAY SOON VISIT THE UNITED STATES

### The Transatlantic Zeppelin and the Cargo-Carrying Airship, No Longer Technical Possibilities, They Are Probabilities—Germany Constructs New Super-Zeppelin of Great Speed and Increased Freight-Carrying Capacity.

New York.—Is the cargo-carrying Zeppelin coming next? A cable report says it is, and perhaps people might just as well pocket their scepticism, sit tight and prepare to welcome the aerial wondercraft. The doubting Thomases were bowled over for keeps when the U-boat Deutschland poked her nose in through the capes of the Chesapeake, and, without other aid than her beautifully running Diesel motors, headed for Baltimore at a tidy clip, writes Robert G. Skerritt in the New York Sun.

The transatlantic Zeppelin and the cargo-carrying airship are no longer merely technical possibilities; they are probabilities. Credible reports from abroad bear this statement out. The fact is the Germans have lately completed and tested a naval super-Zeppelin, one of a numerous class now under construction, which surpasses by a wide margin anything of the kind heretofore built by the Teutons. So far in advance is this type that the spanning of the Atlantic becomes measurably near.

The Germans have striven hard to keep the details of this monster aircraft from the outside world, but the inevitable leak has developed via Lake Constance—that body of water over which the Germans and the Swiss exercise a divided sovereignty. An enterprising Swiss Journalist learned of what was going on at Friedrichshafen, and his story was promptly printed. Despite diplomatic efforts the paper got abroad and the information is now available here.

### New Super-Zeppelin.

Some idea of what the newest Zeppelin, or rather super-Zeppelin, represents in the way of aeronautic development can be gathered from the fact that the cubical capacity of her gas bags is 100 per cent greater than that of the largest naval Zeppelin in commission when war was declared. That is to say, this titan of the air can stow 54,000 cubic meters of gas within her aluminum outer hull. This represents a lifting power equal to the raising of substantially 61 tons. The dead weight of the vessel is a matter of 40 tons, and in the language of the technician this leaves a margin of 21 tons for the carriage of useful load.

Until the advent of this super-type the longest Zeppelin had a total length of 468 feet and a gas content of from 19,000 to 20,000 cubic meters. The airship which lately made successful trips over Lake Constance has a hull nearly 788 feet long.

And in the matter of shape, Count Zeppelin has made a decided departure from his previous dirigibles. He has chosen a model that offers a much lower resistance to the air, and therefore per unit of horsepower he obtains a speedier and withal a more manageable and economic craft. Considered from a military point of view these gains are of the greatest importance. With controllability and added speed the builder secures longer range, added weatherliness and powers of offense and defense of an exceptional order.

### Driven by Seven Propellers.

According to the cable reports the super-Zeppelin is driven by seven propellers. There are three on each side, supported laterally by outstanding fins, and the seventh propeller projects aft from the rear gondola. This arrangement is influenced by the modified form of the after body of the hull.

The super-Zeppelin has three gondolas in which are placed the motive power and a fourth gondola or central control station which is partly housed within the body of the keel. The latter forms in addition to the backbone of the craft a connecting passageway A and aft by which all of the cars can be reached under cover.

The gondolas are all armored with this steel plating of a special sort which has unusual defensive properties. The central station or car is the navigational position and also the point from which bombs or a new type of aerial torpedo can be launched. The launching apparatus reflects the experience of the war. The discharge is controlled electrically and it is said that much greater accuracy in hitting is obtainable than has been possible heretofore.

Each of the engine-bearing gondolas carries an armament consisting of a new model of semiautomatic gun and a number of machine guns. But there are other directions in which the super-Zeppelin has increased her powers of attack. Forward and aft on each side are housed rapid-firers. These are installed inside recesses within the outer envelope and are normally concealed. In time of action the sheltering cover is dropped and the guns stand out where they can command wide angles of fire laterally and in a vertical plane. This is a distinct departure.

### Offensive and Defensive.

On top of the airship, near the bow, is an eighth gun emplacement, and the weapons there are machine guns and a novel type of small rapid-fire mortars. This feature is designed to deal particularly with attacking aeroplanes that might seek to assail the dirigible from aloft, the most prom-

ising avenue of approach hitherto. The mortars throw a new order of aerial bomb which is said to be more effective than shrapnel in dealing with heavier-than-air flying machines. The maximum elevation of these pieces gives a nearly overhead fire.

During the tests over Friedrichshafen on Lake Constance the super-Zeppelin showed that she was capable of mounting aloft at an astonishing speed and a maximum altitude of 15,000 feet was attained. With her nose pointed upward and her engines adding their lift to the buoyant gas in the bags, the dirigible climbed skyward at the rate of 2,000 feet a minute.

The aeroplane that can ascend at a velocity of 800 feet a minute is doing well.

The super-Zeppelin will cover the entire field of aerial scouting. She can do this without fear of interference from below. The best of the anti-aircraft guns have a vertical range of but 10,000 feet, while the newest Zeppelins can mount securely to an added height of 5,000 feet.

At a height of 5,000 feet an observer over the water has a radius of observation of something like 80 miles. From such a vantage it would be extremely easy to watch the fall of shot at ranges of 15,000 yards and more. It gives to the gunner aloft the power of telling hits by indirect fire, assuming that a bank of fog intervened. The admiral without such means of aerial spotting is at all intents and purposes blind.

### Send and Receive Wireless.

It must be remembered that while the aeroplane can dispatch wireless messages it is incapable of receiving them owing to the racket made by its noisy engines. The Zeppelin, on the other hand, is not so hampered, and therefore can both transmit and receive wireless communications.

The super-Zeppelin of the latest pattern carries a crew numbering something like 40 all told. During cruising periods half of these men are on duty at a time. All of them are engaged only when the aircraft is in action and every gun manned.

Heretofore the cruising endurance of the Zeppelins has been roundly a matter of 1,000 nautical miles. The greatly increased buoyancy of the super-Zeppelin suggests that it will be entirely practicable to carry more than double the proportion of fuel per unit of horsepower. Not only this, but the improved form of the hull has greatly reduced the air resistance and therefore augmented the propulsive effort of the engines. It is not improbable that the dirigible which made her maiden trial trip a month ago is able to cover something like 3,000 knots before replenishing her supplies.

Just as the fighting submarine blazed the way for the cargo-carrying super-Zeppelin types logically to the practicability of a transatlantic flight and the carriage of either passengers or cargo. Of course, the quantity of freight would be relatively less than that of a submarine of commerce, but then the element of time saved and the value of the freight might easily make a service of that sort well worth the while. Indeed, it is quite conceivable that the aerial trader could make the journey from continent to continent with far less likelihood of capture or interference than that menacing the under-water cargo carrier.

### Navigational Problem Solved.

The transatlantic aerial freighter would be stripped of its military character just as has been done in the case of the U-boat Deutschland, and this would increase the possible profit-making power. The navigational problems need not balk the Germans. The work of the Kaiser's Zeppelins have already done both in time of peace and during the present conflict has shown the sureness with which the boats can be guided night or day from point to point. Long before the outbreak of hostilities the passenger-carrying Zeppelin Victoria Luise made more than 400 trips, and up to the four hundredth run covered nearly 30,000 miles, carrying upon each run 21 passengers. With all of the experience gained since then, what may not the advent of the super-Zeppelin augur?

## FOR A MERCHANT MARINE WITHOUT FEDERAL COMPETITION.

Again, we must build up our merchant marine. It will not aid to put the Government into competition with private owners. That, it seems to me, is a counsel of folly. A surer way of destroying the promise of our foreign trade could hardly be devised. It has well been asked—Does the Government intend to operate at a profit, or at a loss? We need the encouragement and protection of Government for our shipping industry, but it cannot afford to have the Government as a competitor.—From Mr. Hughes' speech of acceptance.

## DECRYING INTERFERENCE, WE INTERFERED IN MEXICO EXASPERATINGLY.

The dealings of the Administration with Mexico constitute a confused chapter of blunders. We have not helped Mexico. She lies prostrate, impoverished, famine-stricken, overwhelmed, the helpless victim of a condition of anarchy which the course of the Administration only served to promote. For ourselves, we have witnessed the murder of our citizens and the destruction of their property. We have made enemies, not friends. Instead of commanding respect and deserving good will by sincerity, firmness, and consistency, we provoked misapprehension and deep resentment. In the light of the conduct of the Administration no one could understand its professions. Decrying interference, we interfered most exasperatingly. We have not even kept out of actual conflict, and the soil of Mexico is stained with the blood of our soldiers. We have resorted to physical invasion, only to retire without gaining the professed object. It is a record which cannot be examined without a profound sense of humiliation. From Mr. Hughes' speech of acceptance.

## How Much is Now Left of the Baltimore Platform?

The President has boldly signed the Pork River and Harbor bill, and his facile pen is dripping with ink eager to attach itself to a Pork Public Buildings bill.

The friendliest apologists of the President's part in the profligate waste of money wrung from the people by oppressive taxation have nothing better to say for him than that it is hardly fair to expect a man to say "forbid!" in this Presidential year when he is a candidate.

The foregoing words describing the profligate waste of the people's money with Executive approval are taken without change from a plank of the platform on which Woodrow Wilson was elected in 1912:

"We denounce the profligate waste of money wrung from the people by oppressive taxation through the lavish appropriations of recent Republican Congresses, which have kept taxes high and reduced the purchasing power of the people's toil. We demand a return to that simplicity and economy which benefits a democratic government."

How much is now left of the principles declared and the promises registered at Baltimore as inducements to citizens to vote for Wilson?

Possibly it is because he and his party have been such reckless, such wholesale repudiators of the pledges of 1912 that few people remember or care to remember what pledges were made in his behalf about forty days ago at St. Louis.—New York Sun.

## ADEQUATE NATIONAL DEFENSE DEMANDED

We demand adequate national defense; adequate protection on both our Western and Eastern coasts. We demand thoroughness and efficiency in both arms of the service. It seems to be plain that our regular army is too small. We are too great a country to require of our citizens who are engaged in peaceful vocations the sort of military service to which they are now called. As well insist that our citizens in this metropolis be summoned to put out fires and police the streets. We do not count it inconsistent with our liberties, or with our democratic ideals, to have an adequate police force. With a population of nearly one hundred millions we need to be sure of ourselves than to become alarmed at the prospect of having a regular army which can reasonably protect our border, and perform such other military service as may be required, in the absence of a grave emergency. I believe, further, that there should be not only a reasonable increase in the regular army, but that the first citizen reserve subject to call should be enlisted as a Federal army and trained under Federal authority.—From Mr. Hughes' speech of acceptance.

## "AUF WIEDERSEHN"

By EARL REED SILVERS.

They sat in the swinging couch of the Country club veranda. Mildred Terrill spoke first.

"We haven't been together at a dance for five weeks," she said.

"No," he answered, "not since you cut the last waltz at the Assembly ball."

"Are you still angry about that?"

"Yes," said Mildred, "I was compressed tightly."

"I didn't do it purposely," she looked at him with big, appealing eyes.

"No, it was worse than that. You just forgot me."

"I don't see that there's anything you can say to better it."

"But there is."

"What?" He looked gloomily over the rolling golf links.

"I didn't know that the last dance had started. I was walking with Arthur between dances, and we went just a little too far. We couldn't hear the music where we were."

"Do you know what the waltz was that you forgot?"

"It was 'Auf Wiedersehen.'"

"Yes, our dance," he turned to her directly. "Do you remember how, when we first heard that piece, you said that we should always dance it together?"

"Yes, I remember."

"I was crazy about you that night, and 'Auf Wiedersehen' was the most wonderful dance I had ever heard. You seemed to care a lot then."

"I did." If he had seen the light in her eyes, he would have thrilled at the message it conveyed. But he was looking into the distance.

"And still, just a week later, you cut it to go walking with Arthur Hale."

"What's past is past," she continued. "Don't you want to be good friends again?"

"Of course, but it isn't much use now."

"Why?"

"Because of something I heard."

"What was it?"

"I heard this morning," he spoke slowly, "that you are engaged to Arthur Hale."

"It isn't true; I'm not engaged to any one," she looked fairly into his brooding eyes.

"I'm glad." He smiled for the first time during the conversation. "Maybe we might have 'Auf Wiedersehen' together tonight," he suggested.

She glanced at the order in her hand.

"It's the tenth dance," she said hesitatingly, "and I am to have that with Arthur."

He smiled. "And that was always going to be our dance."

"I'm sorry."

"I'm sorry, too." He rose as the orchestra struck up a lively fox trot. "Here comes Arthur now," he said. "This is probably his dance, too."

"Yes, it is." She hesitated. "Maybe," she began. But before she could speak further Arthur Hale appeared on the scene.

The girl threw a glance over her shoulder as she walked away, but Mildred did not see her. He was thinking of "Auf Wiedersehen" and all that it had meant to him.

While the others were dancing, he walked to the end of the porch and seated himself in the shadows. The music died away, but he did not stir. Suddenly he heard a girl's voice. It was Mildred's.

"Do you mind," she was saying, "if I give the tenth dance away?"

"Of course I do," Arthur spoke with the self-assurance which was his most notable characteristic. "That's 'Auf Wiedersehen,' and it's mine."

"No," the girl said, "not yours. I'm sorry, but I'll have to give it away."

"What?" The man's voice rang out angrily.

"You have ten others, and I think you can very easily give one away. At any rate, I'm going to take it."

"Well, of course you can do what you want to."

"And you won't be angry?"

"Yes, I shall be."

"Well, you'll have to be then." She spoke as if she didn't care. "I'm going to give it to Clifford."

"Who?"

"To Clifford Hillman."

"Oh, so you're going back to him?" There was a sneer in his voice.

"I think you've said enough, Arthur." She spoke quietly.

"I beg your pardon," Hale accepted his defeat like a man. "I'll see if I can find him for you."

"Thank you! I'll wait here."

After he had gone, Cliff emerged from the shadows.

"Mildred!" he said.

"Oh!" She blushed deeply. "Did you hear what I said?"

"Yes," he answered.

When Hale came back to tell Mildred that his search was in vain, he could not find her, for she was hidden in the shadows which bordered the golf links.

The ninth dance was just starting when she and Cliff returned to the veranda. She glanced at her card.

"This will, Arthur," she said. "I must tell him."

"And the next is 'Auf Wiedersehen.'"

"Yes," she answered, "the next is our dance." She laid her hand on his arm. "Good-by, dear," she whispered. "I'll meet again," he returned. (Copyright, 1916, by the McClure Newspaper Syndicate.)

## HARD WORK ON THE FARM

### Many Middle-Aged Men Will Remember the Tribulations Consequent on "Haying" Time.

July was once a period dreaded by the American country boy, as the time of "haying." To be sure it was relieved by the turbulent and explosive joys of July 4. But every other day, often in the concentrated hours of the national birthday, he was driven to the hayfield with rake and fork. How his heart rebelled against the humdrum toil!

By one of the mysterious dispensations of Providence, the smallest boys were put to work in the most exhausting post. While the older men were down on the barn floor where the cool breezes swept in from the wide open doors, it was the function of the boys to receive the hay under the eaves of the structure and push and trample it down in the smallest possible compass. Only by much treading could the dried grasses be compressed into a reasonable space.

It was a perfect inferno of heat, the air filled with choking dust, the mow baking from the sun beating on the roof. With no particle of breath from out of doors it was like the furnace where walked Shadrach, Meshach and Abednego of old Bible times. The men down below seemed positively to gain satisfaction from covering them up with fast coming forklifts of the dusty hay.

Still there were certain alleviations. The can of iced water sweetened with New Orleans molasses and spiced with ginger from the pantry is still recalled. Also at the close there was an Elysian dip in the swimming hole.

Today the youth may swing in the hammock with the summer boarders, while Polish and Swedish farm hands perform these tasks for which their physique is simple, greatly lightened by modern machinery. But certain habits of toilsome industry that gained their hold in the father's soul from the regular performance of such hard labor may be lacking in the son.—Janesville Gazette.

## MOST FAITHFUL OF FRIENDS

### Love of Dog, Once Gained, Is Never Forfeited, Though Fortune May Smile or Frown.

A dog worthy of the name is of all animals that walks on two legs or on four the creature least affected by the mutations of fortune, says the Philadelphia Ledger. "Caesar" in the funeral cortege of King Edward VII, was not more sorrowfully proud of his place than a dog faithful at the grave of a tinker who has followed in all weathers. Your dog does not regard your clothes nor explore your pockets. He takes you on faith—blind faith; you are his king, incapable of wrong. He reads his heaven on earth in your approving countenance.

No ribbon or medal can take the measure of the sentiment of the true dog lover toward his most faithful friend of all. When the rest of the world is cold and hard, his dog will still rejoice to meet him when he comes home at night. His dog will think no evil, whatever the master may do. It is a wonderful thing for a man to experience a trust so absolute and so unfeeling. Who shall call it a dumb brute whose eyes and paws are so eloquent and whose love speaks in a look?

Queen Town.

Margaret Illington was making a coast-to-coast tour as the star in a new play. She had reached the far land of the one-night stands out in the Southwest. To break a long jump she was to play in a new community that expects to have 50,000 inhabitants some day.

As the actress, in the early morning, dismounted from the through train, with her maid and her manager and the supporting company, an aged derby laid hold of her hand baggage and led the way, bowing and scraping, to where the hotel "bus" waited. Following him, Miss Illington emerged from the station shed on an expense of one-story stores flanked each side of a dusty road.

"Dis yer one? Nome," he said. "Dis yer town ain't got no principal street."—Saturday Evening Post.

The "Nelson Touch."

Who invented the phrase the "Nelson touch," which is being freely used again in connection with the North sea battle? Admiral Mahan states that it probably originated in Nelson's family circle at Merton, and the first frequent use of it occurred in the great seaman's correspondence with Lady Hamilton, as where, writing just before reaching the fleet, he remarked: "I am anxious to join, for it would add to my grief if any other man was to give them the Nelson touch, which we say is warranted never to fail." There was a quaint allusion to it also in the motto which he told Rose he had adopted—"Touch and Take."—London Chronicle.

Earachs.

Dip a piece of cotton wool in sweet oil, then into black pepper; putting this in the ear proves a quick remedy.

Nose Bleed.—Roll a piece of soft paper quite hard and pack hard between the upper lip and the gum, and in a few minutes the bleeding will stop.

Hoarseness.—Beat the white of an egg, add the juice of a lemon and sweeten with sugar. A teaspoonful at a time.

## How the Wilson Administration Has Penalized Patriotism

"Having in view the possibility of further aggression upon the territory of the United States from Mexico and the necessity for the proper protection of that frontier," President Wilson, on June 18, called out the mobile arms of the National Guard for federal service.

He did not call them out at their existing peace strength, but at war strength, which is practically double. Lacking a system of reserves, the National Guard organizations immediately had to start a campaign of recruiting, to bring about the desired increase in their numbers.

Patriotic young citizens, under the urge of the cry, "Your country needs you," volunteered for service in gratifying numbers. According to Senator Chamberlain, chairman of the Senate Committee on Military Affairs, the result is that about 135,000 citizen soldiers have been mustered into the federal service and are now on the Mexican border or in camp in their home states. There may be more, but the administration refuses to make known the exact figures.

The movement is costing the public treasury many millions of dollars; it is costing the individual citizen soldiers many millions more. They went to the front believing the cry, "Your country needs you," for war service. They sacrificed advancement in their civil occupations, severed home ties, suffered, in thousands of instances, great financial loss. The less patriotic, who did not believe the cry, or believing, declined to make sacrifices, fatten at home on these losses.

The real purposes of the call are slowly developing. They are two in number:

First, a patrol of the border to do the work which President Wilson's friend, Carranza, finds it impossible to do. Because the recognized government in Mexico is too ineffective to keep its own citizens in check and prevent them murdering Americans on American soil, the American government undertakes the costly task of doing that work for them. The murder of American citizens on Mexican soil is another matter. Carranza may go as far as he likes in that direction.

Second, a purpose of the mobilization on the border and in the camps is to train citizens to perform effective military service. The regular military establishment of the nation is manifestly too small; for the actual military needs. To this extent the cry, "Your country needs you," was correct.

But these facts were not made clear when the call was issued. The idea was promulgated that men were needed for actual war service; not for military training. Deceit was practiced.

Opposing in the open legislation for universal military service, the administration by its acts has established what in essence is a system of compulsory military service. It is a system all the more vicious because it operates only against the patriotic, whereas a legalized universal training system equalizes the burden of military service among all men and all classes of men.

When, in 1914, Europe plunged into the greatest war of all history, and conditions in Mexico grew intolerable, intelligent men realized the fact that it was incumbent on this nation to build up its tiny regular army and put its other military resources in condition for use. National safety demanded this. And yet, in December of that year, four months after the European war began, President Wilson went before Congress and declared that all agitation for military preparedness was hysterical; that we were adequately prepared.

After a while the administration changed its mind and professed to believe in the necessity for preparedness. First came an enactment to increase the regular army by 20,000. But the body of the country, and even all parts of the Democratic administration, could not change front so quickly as the head. Recruiting for the regular army lagged. Not yet have the 20,000 been secured.

The need pressed. A new national defense act, providing for still more men in the regular army, was enacted. But still the men were not forthcoming.

Suddenly and without warning the administration issued its call for mobilization of the citizen soldiery. It seemed stiff obsessed with the Bryan notion that an army could be created by presidential ukase.

When the call went out the government did not own enough uniforms, shoes, socks, blankets, hats, wagons, trucks, horses, mules and other things essential to equip the men called; it had made no provision for transporting the troops called to the points where they were required.

Who suffered most by this amazing lack of foresight, this leaping before looking?

Only the 135,000 patriots who believed that their country needed them for national defense; only the men who are making the great sacrifices.

The whole disgraceful story may be summed up in the phrase, the administration has penalized patriotism.

True, it is accumulating, by substituting a reserve of trained soldiers, but events have demonstrated that it is a "wolf" when there was no wolf. Should it be forced to cry "wolf" again, when the wolf is at the door, what will be the result?