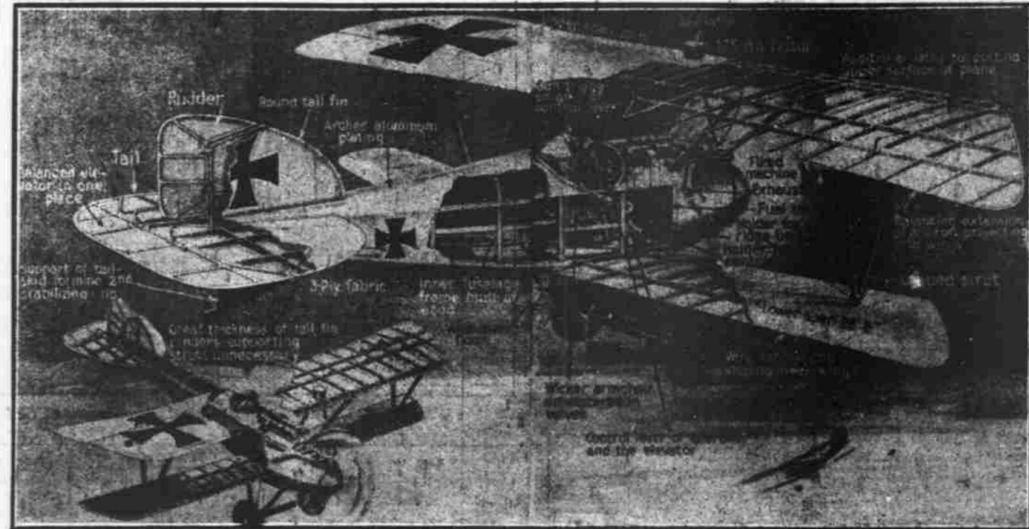


German Aerial Monsters Are Rushed To Make War On America's Great Fleet

NEW GERMAN AIRPLANE IS FASTEST ON WEST FRONT



This new German Albatross airplane is probably the fastest fighting machine on the western front. It carries a 175-horsepower engine, capable of sending the machine more than 150 miles an hour. It embodies all the good features of the French and British planes, with a few added improvements by the Germans.

With the word of America's building of a great air fleet bringing cheer to the allied officials, it is also having its effect in Germany. German inventors, mechanics, and military experts have been pushed to speed up the present models of aeroplanes, and to speed up the building of thousands of others to meet the American air force. Meanwhile our allies are not resting on their oars in the work of construction and experimentation. The French have found a method of illumination which permits aces to patrol the front on the darkest of nights.

Recent developments in flying are shown in articles in the Popular Science Monthly for January. The new German Albatross is described with interesting illustrations. It is probably the fastest fighting machine on the western front. The Germans have copied the best features of the French and British aeroplanes in their construction of this aerial monster, and have added a few improvements all their own.

An engine which develops 175-horsepower furnishes the driving force for the powerful propellers which send the machine at a rate of more than 150 miles an hour. The lower wing on the new Albatross is made considerably shorter than the upper one, preventing what aviators call "interference," or "coupling" of air between the surfaces.

There are also structural reasons for the shortening of the wing. In the drawing it may be seen that the struts are triangular in form, and that the rear member of the triangle is directly behind the front member. It is obvious that such struts will offer less resistance to the air than a rectangle with diagonal wire bracing.

The staggered wing construction makes it possible to fasten each triangular strut to the lower main beam. Night flying has become a military necessity on the western front, and bombing, as well as for attacking aeroplanes, which always bomb at night. Extraordinary demands are made on the skill of the pilot. A landing at night can be safely made if the ground is illuminated or landing beacons are employed. Were it not for the fact that the average night sky is not pitch black and is often slightly luminous, night flying would be even more dangerous than day flying. Yet on those nights when over-casting clouds cut off this faint luminosity, when everything is wrapped in inky blackness, it may be necessary to send an aviator aloft.

Recently the French had to convert their night planes into something like an owl, so that it can fly even on the darkest nights. Like an owl, the machine, with which they have experimented, is very slow—an established Farman "pusher" which

would fall a ready prey to a fast enemy machine in daylight. But how does it find its way? By illuminating devices, of course. They may not be heavy because the machine cannot carry much additional weight. There are three luminous eyes in the form of searchlights mounted on the lower plane, as our photograph shows. As the owl swoops down on its prey, they flare up and enable the pilot to single out the target. But sometimes the searchlights are inadequate. Greater efficiency is often demanded. And so we find that the machine carries as well eight illuminating rockets, four to the side. They are mounted nearly horizontally between the wings and are no doubt discharged by electrical devices. The mere pushing of an electric button is enough. Rushing out with a hiss, far out in front of the machine, each emits a dazzling flare, which suspended from a small parachute, lights up a large area through which a machine may pass. The flare lasts long enough to enable the aviator to make an emergency landing if need be; for the lights of an airframe are difficult to pick up.

One night Zeppelins. By means of rockets, it has become possible to light a Zeppelin in an inky sky. At night a Zeppelin is detected only by its propellers. It is practically invisible. But, if the rockets are aimed in the direction of the Zeppelin, by swinging the entire machine, there seems no reason why it should not throw real light on the Zeppelin's intentions. These owl machines seem especially intended to mother small aviators chasing, which, because of their speed, climbing and maneuvering ability, can attack an illuminated Zeppelin.

NEW YORK, Dec. 30.—Sensational allegations that "a certain district leader" ordered that John Purroy Mitchell "be counted in" at the majority primary last October, were made in a reported confession announced by Michael Silberstein, chairman of the board of election inspectors for the Fifth election district, through Acting District Attorney Alfred Tully.

According to Tully, Silberstein said these orders came "when the early count showed a vote hopelessly against Mitchell."

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Congress What It Did Yesterday

The Future of the Country and Railroads—How Glut at Great Gateways Is to Be Overcome—Changing the Business Map of the United States—Averaging for Official Prices—Millions in Rags and Shoddy—An Explosive Subject.

By W. V. BYARS.

The Senate Committee on Interstate Commerce began yesterday its investigation of the present and future of the country, as decided by railroad management. Chairman Henry C. Hall, of the Interstate Commerce Commission, was on the stand all day. He will continue on it until he has imparted to the committee all it needs of his extensive knowledge of railroads.

The emergency situation was focused by Chairman Hall at the "great gateways." As all roads lead to these gateways, their terminal facilities decide whether business moves or merely "gluts."

As the present condition is one of glutting, Chairman Hall defined the remedy through unification and co-ordination as very simple in theory. Say that there are fifteen great lines leading to the gateway and then out by water, as he illustrated a gateway on the coast! Then if three of the railroad lines glut, the diversion of freight over the other twelve relieves the glut.

If terminal facilities are short, then such docks, warehouses, and tracks as the Government builds at its own expense will remain Government property after the war. Mr. Hall does not understand that they will be covered by railroad bonds now outstanding. He considered all investments made by the Government as strictly public—not for the benefit of railroad sufferers, however meritorious.

A point he developed has about the same relation to business, to politics, to political history, and to population that the angle of the earth's pole has to the seasons.

It is of changing freight movement from a general East-West and West-East course to North-South and Northeast-Southwest. Diverting freight from New York and other glutted North Atlantic ports to South Atlantic and Gulf ports is expected to be an important factor in relieving glut. This is for the emergency only. If permanent, the great northeast Atlantic ports would lose their supremacy.

In summing up the relations of Presidential control of railroads to the anti-trust laws, Chairman Hall said that exercising emergency war powers, conferred by Congress, did not involve setting aside other laws. As a whole, the railroads had done well. The President would do better with complete unification, using all railroads as one co-ordinated system.

Mr. L. A. Sneed, distributor for the fuel administration, told the Senate Committee on Manufactures of plans for supplying Washington with coal enough for the winter. He gave much additional light on the relations of official prices to the difficulty of getting coal at any price. The information was chiefly economic. He told Senator Jones, however, that at official prices, decided by averaging in different fields, some coal miners might lose money while others were making increased profits. This is the logic of the law of averages. Six is the average between two and ten. The man who has been making ten dollars loses four on the average of six. The two-dollar man gains it.

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EIGHT STRICKEN WITH MENINGITIS AT CAMP GORDON

CAMP GORDON, ATLANTA, Ga., Dec. 30.—Eight cases of spinal meningitis caused the quarantine of every man in the companies where the disease had appeared.

Medical authorities of the division are taking every precaution and have no fear of an epidemic. The men likely to have been exposed to "campers" are being thoroughly examined and confined to quarantine until the expiration of the danger period.

AUSTRIAN HELD AS MAIL SWINDLER IS FOE SPY SUSPECT

Whether David L. Neuwirth, a native of Austria, who was held October 14 by United States Commissioner Isaac R. Hill on \$5,000 bond for action of the grand jury on the charge of operating a fraud through the mails, is implicated in the enemy spy system operating in this country, will be determined by the grand jury, which will convene for the January term after the New Year holidays. District Attorney Laskey has collected evidence which he will submit to the grand jury and which may lead to unexpected disclosures.

Neuwirth was arrested October 4 by Post Office Inspector and charged with misuse of the mails in connection with a scheme to forward personal letters to Poles in Austria. He was arrested by Post Office Inspectors Hal B. Mosby and P. E. Little, after an inspection of his room at 118 Maryland avenue northeast.

At the hearing before the United States Commissioner the fact developed that Neuwirth was operating under the name of the "Universal Polish Aid Corporation," and that he claimed to have a man in Holland who would forward the letters received from Poles through-out this country into Poland, Austria. It was testified by witnesses that Neuwirth had received more than 200 letters, which he said he hoped to send to Austria, but none of which had been sent. The hearing also brought out the fact that Neuwirth had left Vienna, Austria, on a passport allowing him to travel in Italy, Germany, Austria, and Holland.

Wan Held Under Bail. Although not brought out specifically in the formal hearing it was the opinion of the postal inspectors that a native of Austria who left that country to escape military duty as Neuwirth claimed he did, and managed to get out of that strictly guarded country on such a limited passport as he carried, should be held on an amount of bail bond.

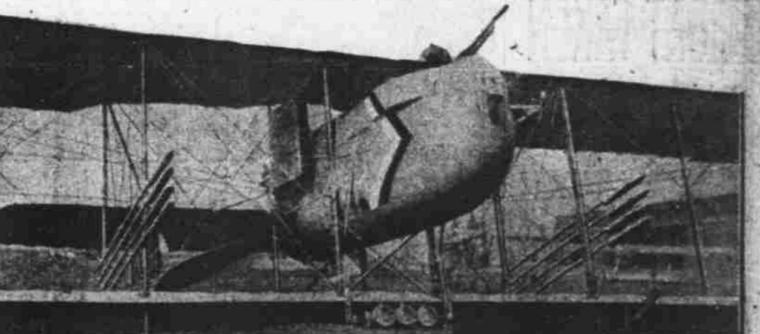
The letters which Neuwirth advertised he would send to Austria were purely personal. Testimony showed that he charged \$1.00 to "send" the letters. Neuwirth came to Washington about July 1 and shortly thereafter started his advertisements in Polish. When searched at police headquarters, "patent medicines" were found in his possession. He was a citizen, died in New York city, from which city he came to Washington, was found on him.

ROTARY CLUB DONATES RED CROSS AMBULANCE

Officials of the Red Cross have today sent thanks to the Rotary Club for the ambulance which was donated by the club at its luncheon at the Commercial Club.

The guest of honor was Maj. Gen. N. Hibiki, of the Japanese imperial army. General Hibiki spoke to the club through K. Yamamoto, general secretary of the Y. M. C. A. at Tokyo, who acted as the general's interpreter. The speech consisted mostly of praise of America's war spirit and war activities.

The ambulance was the gift of W. McReynolds. Mr. McReynolds bought the chassis from W. Stoddard, the local agent of the Cadillac Automobile Company, and built the body in his own plant.



Here is the latest French night owl. The rockets on the machine are used when the aviator becomes confused by darkness. Each rocket carries a flare at the end of a parachute.

WOMAN WANTS JOB PREPARING TROOPS' BODIES FOR BURIAL

Camp Meade, Dec. 30. "I am a hard-hearted woman." The speaker was Mrs. C. T. Ousa, of Spruce street, Philadelphia, who was at the base hospital. Nobody disputed her assertion, and nobody at the hospital took her word for being hard-hearted. The nurses there knew how tireless she has been in bringing good things to the sick and how she has provided rubber blankets and other such needed articles. Mrs. Ousa has a stern way of speaking.

To see her tugging up the steep hills with a huge basket filled with turkey and pies one could judge at once that she has strength and to hear her call herself hard-hearted one might picture her as something of an Amazon. She wears the very best of clothes and headgear. Such things help to make a strong feminine personality seem that much stronger. Mrs. Ousa gives a command like one used at all times to be obeyed.

There is might in her voice as well as in her mein. She seems to be right there with the punch. The fitness at Meade are very unkind about going to the base hospital. The hospital is so far off, and it is more profitable to go to less remote places. But when Mrs. Ousa flashes two eyes on a chauffeur and insists upon going there with her burdens excuses will not do. If Mrs. Ousa ever becomes president of the W. E. and A.—but her ambition is not in that direction. This story deals with Mrs. Ousa's ambition.

It is not as easy to come to the point. One must violate all the rules and beat around the bush a bit. A whole lot of literary camouflage is needed to get away with a story like this one. Other newspapers said it could not be written. They agreed to pass it up. Everybody knows what they call those people who venture in where angels fear to tread. Well, that is just how it feels to write this story.

"I am a hard-hearted woman, just say that, if you like," Mrs. Ousa insisted, when the writer explained his reluctance to tell the world about her ambition.

"Go on, write it!"

No Time to Hesitate.

When Mrs. Ousa says go on the time for hesitation seems to be past.

"My mission is to go in after the battle and prepare the bodies for burial," she said. "It is my work, but I can do it. I have been on the scene of railroad wrecks and have there accomplished wonders. There can be nothing more terrible than the scenes I have witnessed. I am offering my services to the Government to go to France and I can do it for a free trip, and a nurse would go to France to minister to the sick and wounded. But I cannot do that. I can only do what nurses cannot do. I repeat, I am a hard-hearted woman, but I want to do my bit."

Whether Mrs. Ousa will have a favorable reply to her offer is a matter of some doubt, but in the meanwhile she is doing everything possible for the soldiers here. She gets the biggest turkeys she can find and has them cooked for the troops, and she is into every corner of her big basket she has packed good things. If the jitney men get away from her she insists on carrying her burdens to the destination. She is not letting her ultimate ambition interfere with her immediate opportunity for service. Scores of soldiers know her now. Few have heard of her ambition. She always tells the story in the same way by insisting that her heart is like a bit of stone.

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Leaves His Steady Job To Get Rich Quick on Smallest of Ranches

SACRAMENTO, Ca., Dec. 30.—Rancho la Miniatura, the home and meal ticket of George C. Thayer, of Los Angeles, is just what its name signifies, a pocket-edition farm. Thayer's place is but 50 by 250 feet in size and yet, by system in handling and intelligent marketing, he has been able to cast aside his regular job in the city and devote his entire time to making a living on this city lot.

Counting young stock, Thayer has not less than 1,500 birds and animals on his "ranch." His place is in Casa Verdugo, the north end of Glenside, and is in the residential part of town. Thayer's lot is 50 feet wide by 235 feet deep, but the home and front lawn occupy about 50 by 50 feet. The remainder is used for the live stock, chickens, pigeons, and rabbits.

GEN. WOOD IS NOW AT FRONT STUDYING TRENCH WARFARE

NEW YORK, Dec. 30.—That Maj. Gen. Leonard Wood is now in France has become known in this city. He has been relieved of his command at Camp Funston, Kansas, to familiarize himself with the training of soldiers for the trenches as it is learned at the actual front.

While General Wood is in France Major General Ballou will be in command of Camp Funston. General Wood formerly was in command of the Department of the East, with headquarters on Governor's Island.

FRENCH, SWISS, DANES REPORT FOOD SHORTAGES

Serious food shortage and a large reduction in rations in France, Switzerland, and Denmark are reported to the Food Administration.

POLICE SEEK AUTO DRIVER WHO LEFT VICTIM IN STREET

Bernard Shapiro, nine years old, of 359 Pennsylvania avenue northwest, is lying at Emergency Hospital today with a badly lacerated scalp while Washington police are in Baltimore to arrest the person who drove the automobile that ran the boy down at the southwest corner of John Marshall place and C street northwest, about 3 o'clock Friday afternoon.

Fred Brandenburg, shipping clerk of the Capital Publishers, Inc., a witness to the accident, told The Times today how "an elderly man driving a Ford automobile" knocked little Bernard Shapiro down and passed on without stopping. Brandenburg was the first to reach the boy, and called for the Emergency ambulance.

"I didn't get a very good look at the occupants of the car," said Brandenburg, "but I believe there were two women in the back seat. I am quite sure that the man didn't touch his horn. He was an elderly man. He turned the car slightly to the left, causing the side of the car to knock the boy down instead of the front. If he had turned to the right he would have hit the curb."

Brandenburg recalled the number of the car. The police say the car belongs to a resident of Baltimore, Md. If arrested, the autoist will be brought here for trial.

GERMAN JEWS PLEASED

THE HAGUE, Dec. 30.—A telegram from Berlin to the Jewish Correspondence Bureau states that a Zionist conference there adopted resolutions "expressing satisfaction that the Great Britain had recognized the right of the Jewish people to a national existence in Palestine."

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DePachmann.	Homer.	Pietracosa.	Zimbalist.
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