

**Three Men Hanged.**  
SHREVEPORT, La., April 23.—Two white men and a negro were hanged in Louisiana jails yesterday. Earl R. Holmes, of Burritt, Kan., and John R. Parker, of Loganport, Ia., were executed at Mansfield for the murder of Wilmer Roberts, a taxi driver. Gus Bracy, a negro, was hanged at Leesville. He was charged with attacking a white woman.



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**EMBRYO PRINTERS TO PROMOTE SPORT**

Apprentices Form Athletic Association and Will Have Baseball Team.

No chance for muscles to get pried now that the young printers of Washington have gone into the business of outlining a new make-up schedule for page one chits through the formation of the Printing Crafts Athletic Association.

Addition of a girls' branch of the organization has followed the successful operation of the original club, planned for boys only. One hundred young women are members.

Young people interested in becoming members of the association are invited to hear former Governor M. G. Brumbaugh, of Pennsylvania, tell of the importance of physical training and how it will add to welfare as well as pleasure at a special meeting of the association Tuesday evening at Typographical Temple, 423 G street northwest.

E. Dana Caulkins, manager of the National Physical Education Service; O. T. Wright, president of the Typothetae of Washington, and M. A. Bodenhamer, president of Columbia Typographical Union, will also address the meeting.

The baseball team of the association has already ordered uniforms and made application for admission in the Commercial League.

Miss Katherine Allen, teacher of physical training in the public schools, is in charge of the girls' work. Basketball and dancing will be taught in addition to regular gym work.

**DAYLIGHT SAVING IN EFFECT IN BAY STATE**

BOSTON, April 23.—Alone of the New England States, Massachusetts began daylight saving at 2 o'clock this morning under a State-wide law. However, some individual communities in other New England States have declared for day-light savings.

**'Speed Boat,' in Mud at Beach, Sad Monument To "Cap" Rood's Idea**

Thirty years ago a brilliant, meteor-like flash was observed over Washington. A great idea was seeking a home. The idea was all right, as time has proved, but thirty years ago it was a pretty radical sort and wasn't exactly welcomed with open minds.

It finally picked on a young chap who had a local reputation as a mechanical genius. He gave it enthusiastic greeting and, lodged it in his brain.

"Why can't I build a boat that will break all speed records?" he mused. "There isn't really any reason. You can't find a smoother surface than the water. I'll make this boat so it will glide over instead of cutting through the water."

Building operations began at the Ninth street wharves. The new craft was between forty and fifty feet long, broad of beam, the bottom shaped like a flattened "V." It was a forerunner of the modern sea-sled, one of which made a speed of eighty miles an hour recently.

Thirty years ago, however, the thing was a joke and crowds came from all parts of Washington and even from Georgetown to look the inventor over and to jeer and scoff. The continual strain upon the inventor. He became eccentric, according to friends.

The momentous day came for choosing the power plant. The fire engine burned dimly, if at all. The inventor chose two, opposed cylinder gasoline burning monstrosity, one of the first built, which developed possibly ten horsepower when it was feeling good, which was seldom.

This engine was to drive the heavy fifty-foot boat at a speed of at least sixty miles an hour. The glorious day dawned—the craft was completed.

"Cap'n, do you really expect that motor to drive your scow?" asked a steamboat engineer.

"Sure," said the Cap'n confidently. "I've got a new propeller, my own invention, that'll do the trick. The trouble with most propellers is that they use half their energy shoving the water to the sides instead of to the rear, where it counts for something. Now my propeller is built so that all the push is to the rear. Sure, that motor will drive it. I expect to make sixty miles an hour. I'll be down in Florida in a couple of days."

**PRESIDENT DECLINES.**

The inventor, known to fame as "Cap'n Rood"—no one ever heard of any first name—invited President McKinley to participate in the trial trip. But the President declined. He had a previous engagement.

One warm summer day the Cap'n shoved off from the wharf, amidst a storm of jeers and catcalls.

He cranked his fiendish motor, which sputtered, fired a volley of salutes, and settled down to work. It evidently wasn't feeling good that day, for the craft moved off majestically at a speed of fifty miles an hour. A leather-lunged river man on the wharf intimated that the tide was washing the Cap'n away. That was unkind. The boat wasn't worried about tides; it had troubles of its own. The final breakdown came several hours later, just as the ark hove abreast of Eastern branch.

Three or four days later a party of Washingtonians set sail in a yacht for a fishing trip down river. Leaving the city at sunset, they ran into a storm when nearing Alexandria. In the midst of the downpour, with lightning darting around promiscuously among the racing clouds, they came across a strange craft, which appeared suddenly through the inky darkness.

A long-whiskered man was racing up and down the deck in his night-shirt, heaving overboard anchors as he went. As the sixth plunked overboard the yacht skipper hailed the night-shirted spate. It was Cap'n Rood.

"Stop flinging those anchors overboard," roared the skipper, "and we'll give you a tow."

The Cap'n dashed the rain out of his eyes and began hauling in anchors.

**RUNDS CRAFT ASHORE.**

The yacht towed Cap'n's craft several miles down the river. Then the storm died away and the yacht cast off, disappearing in the murk. Cap'n ran his craft ashore. Here he stayed six months. Another tow took him several miles further.

After two years, he arrived at Colonial Beach, some 60 miles down the Potomac. That wasn't a speed record, even for those days. At the beach his craft was pulled up in Monroe creek, behind the present resort. Sandbars and patches of seaweed cut off

**PERSHING, WILSON JOIN LEGION HERE**

Each Receive Annual Membership Card in Washington Post, No. 1.

Gen. Pershing and former President Wilson have been forwarded annual cards of membership in the George Washington Post No. 1, American Legion, according to the organization's custom established by its founders.

The former executive holds his card as the Commander of the American armed forces between April 6, 1917, and November 11, 1921, the dates eligible for service qualifications to join the legion. The post was originally called the General Pershing Post, but was later changed to conform with the constitution of the legion as adopted at St. Louis.

The success of the first ladies night in the history of the organization, held last Tuesday, was so popular that plans are now under way to stage a big navy night in the near future at which meeting several high officers in naval circles are expected to make addresses.

The next meeting of the post will be held Tuesday, May 3, at Community Service Hall, and will be devoted to business that was passed up in favor of festivities at the last meeting.

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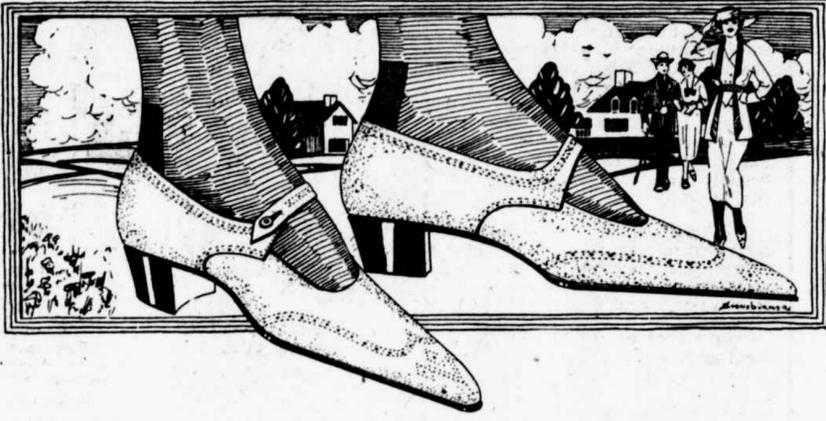


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**LIGHT Tan Russia Calf Strap Pump**—same as pictured above. Also has wing tip, Goodyear welt sole, military heel.

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