

Twelve Pages—
Issued in Two Sections
Section Two, Pages Seven
to Twelve.

THE DENISON REVIEW

THIS WEEK'S NEWS THIS WEEK, NOT NEXT WEEK.

VOLUME 49

DENISON, IOWA, WEDNESDAY, APRIL 29, 1914.

No. 17

AUTO INSTITUTE POORLY ATTENDED

About 200 People Attend Three Day Institute Held Thursday, Friday and Saturday.
MR. DAVIS' INSTRUCTIVE TALKS
Expert From Ames Brings Almost a Ton of Exhibits With Him for the Demonstration Work

The auto institute, held in Denison Thursday, Friday and Saturday of last week, was not very well attended and the Commercial club, which was lacking the proposition, are losers to the extent of \$50.00. Outside of a financial standpoint the institute was a success and those who attended were more than pleased with the lectures which were given by Mr. R. E. Davis of the extension department of the State Agricultural college. It is estimated that two hundred people were in attendance at the auto course during the three days. The Commercial club secured the institute for Denison and guaranteed all the expenses, which included railroad fare for the expert, together with transportation charges of the exhibit, rent of the Germania opera house and advertising, etc. Probably more people would have turned out had the course been held in the fall when merchants and business men are not so busy as they are at this particular time of the year.

Mr. Davis is a thoroughly competent man and understands automobiles to their minutest detail. His lectures were well prepared and those who attended gained much practical information, which possibly they will have occasion to use in the future. Mr. Davis came to Denison with nearly half a ton of exhibits which included different makes of magneto, carburetors, radiators, spark plugs and charts of various kinds. He also had five hundred lantern slides which were used to illustrate his lecture.

Thursday evening at 8 o'clock the first meeting was held and there was a fair crowd in attendance. The topic of his lecture that evening was "Carburetion and Ignition," two of the most important fundamentals of the auto. He told of the principles of carburetion and took up the matter of high and low grade gasoline and the adjustments that were necessary for burning kerosene. He explained the different makes of carburetors and told which was the most practical. He had on exhibit a number of carburetors of different makes and explained the different adjustments necessary for their performing their work to the best advantage. Other topics of interest were spark control and the locating of motor trouble. He had motor trouble charts which gave the directions for the location of motor troubles that might occur, and these were distributed to those in attendance.

The meeting on Friday afternoon was the largest during the institute. Mr. Davis talking on "Lighting and Starting." This lecture was particularly interesting, inasmuch as it took up the different systems of electric starting in common use and the principles of construction and operation. He explained carefully the construction and care of batteries and told how to eliminate trouble with the electric systems and also how to locate it.

Friday evening was devoted to engine troubles, motor mechanics, lubricating and cooling systems, which were topics of vital importance to all automobile owners and drivers. He told of the principles of handling and care of cooling systems. Care that was necessary for gasoline motors, proper lubrication, radiators and anti-freezing solutions.

He had a number of different makes of radiators on display and explained the method of their manufacture and the ones that were best adapted for cooling gas engines.

The meeting Saturday evening was well attended and the large crowd listened with rapt attention while Mr. Davis talked on tires and road rules. His talk on tires was particularly interesting as he told how the rubber was taken from the trees and shipped to America and made into tires. The lecture was illustrated with some lantern slides showing some of the big tire manufacturing plants in the United States and the methods that were used in manufacturing the tires. He explained the present laws in regard to operating machines on the public highways and gave a clear understanding of the laws. Mr. Davis has no use for the so called road hog and said that all drivers who hear the foot of a horn from the rear should turn out and give the passing vehicle half the road.

Mr. Davis answered all questions propounded to him by those who attended the institute in regard to motor troubles and seemed anxious that all take advantage of his visit to Denison. In one or two instances he looked over machines that were giving their owners trouble and explained what was necessary to rectify the trouble. Mr. Davis informed us that the state would send a man to Denison in the near future to organize a motor club and that owners of machines should join such associations for they were of great benefit.

The institute was a great success and those who attended feel more than repaid for their efforts. While it was not a success financially the Commercial club members who secured it for Denison feel that it was

A good thing for the community and that it has been a great help to many who were not familiar with automobiles.

Mr. Davis left Denison for Aurelia, where he will hold an institute this week.

KEEPS RIVER FROM SPREADING
Willows Long Lived Under Water and Will Last for Years When Anchored to Driven Piles.

The Mississippi river gets up some queer streaks occasionally and when it gets tired of one place it tries to make a new channel for itself. Just now it is threatening to leave Memphis, Tenn., a mile or so away and seek a new channel of its own making. This, of course, if accomplished, would be the ruin of Memphis; and the river men are seeking all kinds of plans and devices to save the city. The latest one is to carpet the bottom of the river with a heavy matting of willow trees woven together and sunk to the bottom, held in place by piles; and this work is being prosecuted now with all possible speed. This turbulent river has to its credit or discredit a score of towns left to the right or the left of it in its mad course of seeking new channels; and this carpeting experience, river men say, will check its mad pranks and leave the cities in their normal conditions. This danger has been noted by experts for a year or so, and eminent engineers have been working on plans to circumvent the river from drawing railroads, houses and farms into its mucky maw and carrying them down to the Gulf of Mexico, forming new continents, as it were, and changing the face of nature all along its course. Large stone walls were tried; but they were soon undermined and so lost their usefulness. It is hoped this new scheme will work, for willows are plenty and these mats can be made a mile long if necessary, floated to the desired locations, and sunk to the bottom. Willows have a long life under water and will last for many years when securely fastened by rock and carefully driven piles. The Mississippi has been of great benefit during the century past, and before steamboats were plentiful and served our early pioneers well in our floating days. Many of our grandfathers were active in this kind of work, and if their stories could be preserved and written in the flatboat language of those days, they would be almost as marvelous as the Arabian Nights over which we boys pored with so much delight and wonder. There was scarcely a pioneer living in our western states who did not know the Mississippi river as well as he did the old national road of the old days. The old river should be taken care of for the good that it has done, when it was the royal road to the Gulf—Plain Talk.

The Automobile and the Highways.
A good deal of money spent on the highways has been wasted, owing to the failure to consider the new strain of automobile traffic. Many men are now finding a motor cheaper than a horse. It is folly to undertake any new construction that does not provide for automobile strain.

It is pathetic to see the condition of some roads built at heavy cost ten years ago. The builders may have laid their material according to the best principles then known. They expected their work, if money was spent properly on maintenance, would be almost as enduring as the old stone roads of Rome. Today many such roads have "piled up" until they are rough heaps of angular stones, more forbidding to motors than the worst sand.

Highways subject to heavy automobile strain must plan on some form of oil or tar binder. A comparatively inexpensive surface protection saves complete rebuilding later.

GENERAL MAAS.

Federal Commander
At Tampico, Who Causes
Very Delicate Situation.



Photo by American Press Association.

1283 Pounds of Paper in Last Week's Issue of The Review

Form 3539.

No. 247 A Post Office, Denison, State, Iowa

Date, April 22 1914

Name of Publication, The Denison Review

Or News Agent, _____

Weight of Sample Copies (Sample Copies are always Subject to Postage) _____

Weight of Copies to Subscribers, Subject to Postage. _____

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POUNDS MAILED:

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By Alfred Wright P. M.

Last week the Review mailed more papers through the Denison post office than have ever been sent through it at any single mailing by any publication. For the benefit of readers and advertisers we have had an illustration made of the post office receipt which shows the exact number of pounds which were mailed.

It will be noticed that there were 1283 pounds mailed in all which represents more than 600 copies of the paper. All of these were printed on the new Duplex press requiring about four hours of press work. 414 pounds was the weight of copies to regular subscribers subject to postage while 276 pounds of Reviews were sent to regular subscribers in the county free of postage thus making the weight of the regular circulation of this paper 690 pounds.

Last week 593 pounds of sample copies were sent through the mails and a Review was in every home in Crawford county by Saturday morning.

Besides these copies the Duplex Printing Press company requested us to send out a thousand copies to papers throughout the United States and some of them to some of our foreign possessions such as Porto Rico, Philippine Islands, Hawaii Islands, Alaska, Cuba, etc. Copies were sent to Canada, as far east as New York State, west to California and the state of Washington and south to Louisiana and Florida.

It is an unusual thing to have more than half a ton of papers go through the local post office at a single mailing and the dispatch with which they were handled by the boys at the post office was remarkable. The Review challenges any other paper in Crawford county to publish their post office receipt and show that they have a circulation approaching even what the Review enjoys. The circulation of the Review continues to grow and many new subscribers were added during the past week.

BEAUTIFUL AND RARE CHARACTER

Mrs. R. T. Baber, of Dow City, Called to Her Eternal Rest on Friday Morning, April 24th.

FUNERAL WAS HELD ON SUNDAY
Was Mother of Ten Children and is Survived by Husband and Two Daughters and Four Sons

Dow City, April 28—(Special to Review)—

The community was greatly shocked last Friday morning to learn of the death of Mrs. R. T. Baber. Although she had been ill for nearly three months with rheumatism and its attending ills, and at times suffered almost beyond human endurance, she was thought to be on the road to recovery. About two weeks ago she had been moved to the home of her daughter, Mrs. O. A. Cooper, where she would have better care and constant companionship, and she seemed to be gaining slowly until a week previous to her death when her ailment returned to her left arm. For several



days she suffered the agonies of death itself, but two days before she passed away the pain left her and she seemed so much brighter and better that all were hoping that she would regain her accustomed health. About seven o'clock Friday morning as her sister, Mrs. Sarah Rudd sat alone at the bedside, the soul of Mrs. Baber passed without a moment's warning to the great beyond death and from heart failure. Thus the death came as a shock to her family as well as to the community. Mary M. Hammond was born at Blanchardville, Wisconsin July 3, 1856 and died at Dow City, Iowa on April 24, 1914 aged 56 years, 9 months and 21 days. She moved with her parents to Crawford county when a small child and in a few years they both were called by the Maker and she and the other children of the family were cared for by relatives and friends. On October 24, 1871 she was married to Richard T. Baber, who survives her. She was the mother of ten children, two dying in infancy; Grover who died in boyhood and Lulu who passed away while yet a young woman. She leaves surviving her husband and companion of nearly a lifetime, R. T. Baber, two daughters and four sons as follows: Mrs. Bertha Rolfs and Mrs. Fannie Cooper, Edward, Fred, James W. and Eugene, two sisters, Mrs. Sarah Rudd and Mrs. Amanda Holt, one brother, William Hammond.

MAKEROAD DRAGGING STYLISH

Make the use of the Road Drag Fashionable Instead of Compelling Farmers by Law.

MASSES LED THROUGH FASHION.
Business Men of Some Towns are Trying the "Fashion" Stunt With Some Success.

It is curious how women, and men also, like to follow fashions. If the fashion leaders in Paris decree poke bonnets, poke bonnets it is; if hoop skirts, hoop skirts it must be, even if the street cars are compelled to widen the doors and spread out the seats. If hobbie skirts are the fashion, they must lower the steps, or else the skirt must be slit to give a little swing to the limbs. If fashion decrees, as at present, form-revealing clothes, then woe to the makers of women's skirts and petticoats, who must either dismiss hands or close down altogether.

Men are not different from women in this, however much they may deride woman for her bondage to fashion. If it becomes fashionable for Shortborts to wear red hair exclusively, woe to the whites and roans. If a swirl becomes fashionable in Durac Jersey pigs, away to the slaughter house with every animal, however good, whose hair turns the wrong way on any part of the carcass. If black with white points becomes fashionable with Poland Chinas, away to the slaughter house with even the ideal pig. If the white is in the wrong place, if a swirl becomes fashionable in the vandy of our fellow mortals, utilize them for good things as well as things doubtful or perhaps evil? Why not make the use of the road drag fashionable, instead of vainly endeavoring to compel farmers by law to drag the roads?

The road drag is the best tool for road maintenance that was ever invented. Its defect is that it is, too cheap, too easily made, is not painted, is not a good looking and is not sold at a high price. If used right, however, it will do more to fill up ruts and holes, allow the water to run off, and let the wind and sun dry it off; and will do it at less cost than any other tool for road maintenance that was ever invented.

Why not make its use fashionable? That is just what the business men of some towns are trying to do, by offering prizes and giving dinners and thus giving the farmers a good time while doing a good thing for both the farmers and the townsmen. We hope every town in the state of Iowa, and all over the north west states, will join in this effort to make road dragging fashionable, so fashionable that the man with an undragged road along his farm will feel as foolish and conspicuous as a woman would feel today in a poke bonnet and hoop skirt.

The schools should take it up, as the Iowa highway commission suggests. The boys who have to write essays at school are often at a loss to know what to write about. Write about the road drag. Tell how to make one. Make one yourself. Describe the road before and after dragging. If you have a camera, take pictures of the road before and after.

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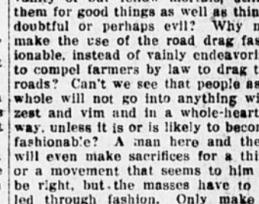
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JOTTINGS FROM WORLD JOURNEY

World Tourists Again Heard From After Many Weeks—Tell of Paralytic in India.

CHRISTIAN SEED IS AT WORK

Three Hundred People Baptized in Four Days—Asked to Destroy All of Their Shrines

As we waited for the crowd to gather in one village, two men came bringing another between them who was a paralytic. Like many others he was conspicuous on account of the clothes he did not have. The men dropped him down on the ground some distance from where we were, but no neglect and no pain could efface the smile that "never wore off." The customary services were carried through and then we started to look into every corner and into every home to discover if there were any shrines. In under a low bed one was found. We watched the face of the owner of the home as the simple thing was cut in pieces, after he had started the process. There seemed to be no regret indicated at all. We moved on and came to one that belonged to the village. They were all willing to have it removed, but no one was willing to take upon himself the obligation of removing it. Mr. Wilson told them they would have to destroy it or it would not be destroyed. Much time went by and it looked as though we would have to move on to the next village and let these people do some more thinking. We went back to the place where the service had started and were about to pick up our things and go when the poor paralytic, who had been forgotten during the interim, called out and wanted to know why the service did not go on. He was told that it was because no one would destroy the village shrine. "Carry me over there and I will destroy it," he said with eagerness. He was picked up and carried over to the mound, an ax was secured and with a vengeance he slashed the "devoted thing" into small pieces. As he turned to tell Mr. Wilson why he was there, we snapped the kodak on him, getting the ruined shrine and the man in the foreground. His story, though short, was interesting. When fourteen years of age he was sleeping on the road leading up to the shrine. By the side of the road was a cottage and in the cottage a missionary woman who invited guests of all kinds to accept her free offer of tea and cakes, and while they ate, the lunch she told them about the christian religion. Twenty years had passed with a shifting of home and place to work, until at this time, over a thousand miles from the scene of that first encounter with christianity, this fellow was present to receive the symbol of the new religion. His story was so impressive, his manner so earnest, that he was given the privilege of sitting with the Chandari and his family who are always baptized first. His joy knew no bounds when he was told that arrangements would be made for him to study and become a teacher. The missionary, upon hearing of this, gave the man a small amount of money to have the man taken to a hospital if perchance something might not be done to better his physical condition. With all this was for him a happy day.

Very naturally the question arises, are these people understanding the real reason for which they cast off the old and take up the new? Some of them, no doubt, do not, but these are very much in the minority. Many magazines have been giving space to articles written on the Mass Movement and these same questions have been handled. Let it be remembered that every man and woman that seeks admission into the christian church in America does not seem to fully understand the importance of the step taken, and there are instances of those who have come for the "loaves and the fishes."

It must be understood that these Mass Movements have not come by some great revival that has stirred people to move on high levels of enthusiasm, but they have come after years of earnest effort on the part of faithful missionaries, often against great opposition. Gradually the seed has been sown and slowly it has worked out and the harvest which is always a multiple of that sown, seems ready for the ingathering. New there must be something more than mere desire to be relieved from the caste system that will induce these people to suffer persecutions, many times to the death and often to the separating of families, in order to obtain this western idea. They believe in death and in certain things that are influential in driving them away. They are asked to destroy their shrines, the only visible thing that links them to their old religion. Christianity does not promise them food, nor relief from burdens, but it does promise to every one a chance, and that is the inspiration for activity in any life. They are asked to cut the chutari at which we laugh, but to them a very serious matter. It has been their only hope to escape eternal death. Shall we not give them credit for seeing a better way to secure this hope in the christian religion? The mothers have great faith in the charms for the children. One night as we were nearly through with the service, a charm consisting of a dirty string on which was fastened a stone, was found around the

President Huerta continues to fight heroically against the rebels by mailing post cards to his generals.

The city men who go back on the farm to make a living usually start in by buying some comfortable piazza chairs.

Many cities are starting clean up movements, but they can't interfere with the satisfaction the householder finds in a cluttered back yard.

A man's views on the new currency law will undergo very considerable revision after he has been turned down for a loan by the federal reserve bank.

The railroad presidents are neglectfully spending their time running trains, when they should be out counting ties and spikes for the forthcoming physical valuation.

LEONARD WOOD.

Chief of Staff Who Will Be in Supreme Command of All American Troops.



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(Continued on page eight)