

The Standard. Entered as Second-Class Matter at the Postoffice, Ogden, Utah. ESTABLISHED 1870. An Independent Newspaper, published every evening except Sunday, without a muzzie or a club.

LET THE KAISER SPEAK AGAIN. In June, when the Huns were smashing the lines of the allies in France and the kaiser was rushing into the center of the stage, the emperor made a public statement in which he said: "I know that Prussian militarism, so much abused by our enemies, which my forefathers and I in a spirit of duty, loyalty, order, and obedience, have nurtured, has given Germany's sword and the German national strength to triumph, and that victory will bring a peace which will guarantee the German life."

Where is the kaiser today? He should be recalled to the footlights to enlarge upon or modify his boast of German arms. The last heard of the kaiser, he was bound north from Chateau Thierry with his special correspondent, and both the Divine Right of Kings and the Power of Press gave evidence of having been scared by Poetic Justice.

LIEBKNECHT AND HARDEN. Two men the Germans might send to a peace conference, with excellent prospects of being received with respect are Maximilian Harden and Karl Liebknecht. Both have been thorns in the side of the kaiser from the beginning of the war, and to their credit it can be truthfully said they held firmly to their opposition to war regardless of great pressure brought to bear on them.

Liebknecht is a Socialist. The overwhelming body of the Socialists, when war was declared, sang the songs of war and rushed to the mobilization camps in gleeful thought of the quick victory at arms to be won by the Fatherland. Liebknecht was almost a lone objector. He declared war to be abominable and he opposed the frightful slaughter with all the power at his command, until he was silenced by being thrown into prison. Now when Germany is in need of a representative at court who can enter with clean hands, Liebknecht is released from confinement. This may be preliminary to selecting him as a pleader for the cause of beaten Germany.

We have wondered how Harden evaded persecution. That capable writer has said harsh things directed at the authors of Germany's woe, but he has escaped physical punishment. He may have been given latitude for the very purpose of making him available as a peace envoy.

THOSE AMERICAN 16-INCH GUNS. Though not yet into the world's conflict with more than a fraction of our strength, the Yankees are beginning to give an excellent account of themselves in more than one branch of the military service. Friday announcement was made that the big guns which had played havoc with the enemy on the front between the Oise and the Serre were American naval weapons which had been brought into action on September 16. These guns have a range many miles greater than that of any "heavy" in use on the western front, with the exception of the large German guns

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which threw shells into Paris. In destructive power, they are the mightiest guns of all. The French have had a 16-inch gun mounted on a railroad truck and also a 20-inch weapon. The 20-inch French gun has a range of 27 miles. In the attack on Liege, the Germans employed the Krupp 11.2-inch howitzer and Skoda 12-inch howitzer with wheeled mounts. The howitzers hurled large shells of high explosives, which tore great holes in the Belgian fortifications. Compared with the latest American gun, the "caterpillar" monster which created so much comment at the opening of hostilities, is small in caliber and of short range. These American naval guns, if employed against Metz, could destroy the city. Placed on the Moselle river, where General Pershing's troops face German territory, they could send shells beyond Metz, even into the iron fields of Briey. When these mighty guns begin to roar on the Alsace-Lorraine front, big news may be expected from the American forces.

AERO MOTORS FOR AUTOS. What a mighty task is ahead of those who are building and maintaining flight squadrons for the U. S. army is disclosed by F. F. Tenney, head of a school for airplane mechanics, who declares the life of an airplane engine is not more than ten days of ten hours each. Professor Tenney sees some good in this handicap of the air forces, for he says the engines, no longer of value in flying, may be put to other uses. "Because an engine is no longer of value in a flying machine," says Professor Tenney, "it does not signify that it has no usefulness for other purposes. In fact, this may be the sole source of supply of auto engines for some time to come—at least until the war is over. The question naturally arises whether the airplane engine is suitable for auto propulsion. It was not designed for that purpose, and in some respects the ideals of the two engines are diametrically opposed, but it is not only feasible to put a used aero motor in an auto, but it already is being done. "Here are some of the differences between the two motors, which weigh for and against the substitution. The aero engine is made very light—just as light as they dare make them, and they are balanced to a nicety. Lightness is essential, as will be appreciated, but the balancing eliminates much of the vibration experienced with the auto motor. "The aero motor is likewise much simpler. In all types except the Liberty motor they use magneto ignition. There is no better ignition, or practically none, since 95 per cent use the magneto. The airplane engine has no self-starter. "Then the lubricating system is much more highly developed than in the auto, though some builders are devoting much attention to this feature lately. This is one of the elements of greater safety. "I said that after 100 hours of flying service the engine is scrapped. It may be in exceptional cases that an engine may reach 200 hours. This does not mean that the motors are worn out, but they are unsuitable for air service for several reasons. They begin to loosen up, as it is called, and the aviator does not want to take a chance. The valve cakes, for instance, are very thin and sometimes they are ground through, but there are many where this is not true. It is not so good a seat, perhaps, as there may be a loss of 20 or 30 per cent of power, but this loss can be discounted."

GOOD READING FOR THE PUBLIC. When a man lives in poverty, circumscribed by the limited opportunities such as this part of Utah offered sixty years ago, and in a struggle against adversity, finally makes good by persisting along lines of legitimate effort, we know that man is possessed of heart and brain worth while, for no man without the courage to go forward though beset with serious obstacles and the intellect to see clearly the great problems of life could succeed under those conditions. Of this we are reminded by the biographical sketch of Wm. H. Wattis which appears in this issue of the Standard. Not as a candidate for office, but as a plain approachable, affable man of affairs, whose success has not spoiled him, we esteem it a privilege to pay tribute to our distinguished citizen. The simple record of his career, from the time he came to bless the

humble home in that obscure town of Uintah, is a story your boy and my boy should read, and reading, learn to know that honest endeavor inspires hope and well applied mentality brings a rich reward.

Flags of the Allies. (By William Walsh.) Flags of the allies, flung high in air. As proudly they float in the breeze, Is it a challenge or menace they bear, While murmuring along there at ease? Red, white, and blue, and tricolor, too, In union now all are blended, For liberty's cause, for me, and for you, And for all that erstwhile we defended.

HUNS BRING UP FRESH DIVISIONS. Fierce Battle Rages on French Front—Germans Putting Up Stiff Resistance. (By The Associated Press.) WITH THE FRENCH ARMY IN FRANCE, Oct. 25.—General Debenezy's attack between Mont d'Origny and the valley of the Serre is meeting with stout resistance. The battle was raging again fiercely today around Villers-le-Sec, which was occupied by the French troops. The Germans have brought up three fresh divisions in this sector in the last few days and appear determined to dispute possession of every foot of ground. They are particularly favored by the character of the terrain which is broken, furnishing strong natural obstacles which the enemy has utilized to the utmost by adding field fortifications upon which they have been working for four weeks.

Methods of Drying Fruits to Be Worked Out by Bureau. WASHINGTON, Oct. 25.—To devise methods of drying fruits and vegetables as a means of conserving the food supply of the nation, an advisory board has been designated by Secretary Houston consisting of representatives of agriculture concerned with food production, regulation and conservation and one representative each of the food administration and of the sanitary corps of the army. The board, it was announced today, will have control of the dehydrating industry which is expected to be established. Funds for the promotion of dehydrating were included in the regular agricultural appropriation act recently passed by congress. The act also empowers the president if necessary to authorize the establishment and operation of plants for drying foodstuffs.

Methods of Drying Fruits to Be Worked Out by Bureau. (Continued) The head of the league announced that the Detroit club was the first to respond, with an official list of twenty-four players in the army and navy—seventeen in the former and seven in the latter—and a manager going overseas for the Knights of Columbus to promote athletics. With only one man in a shipyard, President Navin, of Detroit, challenged the major league to beat its loyalty percentage. The Chicago club has sixteen players in service, four of them officers, while the other clubs in the league are to be heard from.

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DANIELS GIVES BIG GUN DETAILS. Weapons Originally Intended for Battle Cruisers in Use on West Front Since Sept. 16. WASHINGTON, Oct. 25.—Details of the achievement of the navy department in making available for use on the western front of the great naval guns, which press dispatches have reported to be hammering the German railway centers back of the Oise-Serre front, were made public tonight by Secretary Daniels. The naval guns, which have been in operation since September 16, originally were intended for new battle cruisers, but a change in the design of the vessels left the guns unavailable for that use. Rear Admiral Earle, chief of the navy bureau of ordnance, then recommended that the guns be sent to the western front and he was directed to proceed with the design and construction. Manned by Naval Gunners. The guns are manned and operated by officers and men of the United States navy, under the command of Rear-Admiral Plunkett, former director of the office of gunnery exercises and engineering performance. The first party of officers and men to handle the guns arrived in France June 9; the first shipment of material left the country June 20 and the entire organization was completed and ready to move to the battle front in France late in August.

Great Power and Velocity. The guns are said to throw a heavier projectile and have a greater muzzle velocity than any weapon ever placed on a mobile land mounting. The weight of the explosive used with each projectile is many times greater than that used in the freak German long range guns, and in point of their destructive force they are incomparable. The organization to man one gun requires an entire train, including the gun itself, ammunition cars, a crane car and construction sand, timber, kitchen, fuel, workshop, berthing and staff radio cars. Many of the cars were especially manufactured by the Standard Steel Car company and the locomotives, 83-ton types with four pairs of drivers, were built by the Baldwin Locomotive works. One car is a complete machine shop equipped with forge, lathes, grinders and drill presses. The gun car, as well as the ammunition cars, are heavily armored. 1,500 square feet of plate being required.

Convertible to Pit Foundation. The gun car is convertible into a form of pit foundation to permit fire at high angles of elevation, and it was said the entire process of placing the gun in that position and restoring it to complete mobility requires only a few minutes. Under test, on its steel car mounting, the gun has shown accuracy of fire at longer ranges than ever before possible with guns of such great caliber. Direction of the fire upon any target is made possible simply by shifting the position of the gun mount on the tracks. Plans Worked Out in Washington. Plans for the gun mountings as well as for the trains were worked out at the naval gun factory in Washington within thirty days and contracts were let January 25. The first gun was completed in April and tests were held at the army proving grounds at Sandy Hook, N. J., the only field large enough in the presence of armor and navy officials and representatives of the allied governments. The training of the men to operate the big guns was of a most intensive nature. The gun crews, who are composed of officers from the regular navy process and the navy reserves and men taken for the most part from the Great Lakes training station were employed as inspectors at the plants manufacturing the guns. This training combined with experience gained in handling heavy projectiles and power charges at the naval proving ground, Secretary Daniels said, made possible the obtaining of a thoroughly efficient force.

Details of the construction of the guns and the part they have played in the victories on the western front, have been withheld for military reasons. BIG ARMY AVIATION CARNIVAL BEING HELD AT BELMONT PARK TODAY. NEW YORK, Oct. 26.—How allied bombing squadrons are dropping tons of explosives on Metz and accelerating the Hun retreat at various points along the western front is being demonstrated at the big army aviation carnival at Belmont Park here today. The big flying and athletic meet is being put on by the First Provisional Wing of the United States air service, at the direction of the war department, this wing including the seven Long Island flying fields. It is being given for the benefit of the National aeronautic committee, which equips all of our flying fields, with athletic and sports goods, also band and musical instruments. Enlisted men in the aviation squadrons both here and overseas receive the benefit of this equipment as well as fliers. The program includes the staging of a bombing contest in a manner that is quite harmless by using a light smoke bomb instead of the terrible T. N. T. "dewdrop." Late today the infield will be cleared of airplanes (there will be more than 100 at the meet) and a target erected in plain view of the spectators. However, instead of dropping missiles from a height of 7000 feet, as is done above enemy railroad stations and transport trains, the fliers will release the bombs from an altitude of only 500 feet. This will give the complex effect, including the contact explosion, but will prevent the possibility of a bomb going too near the crowd. C. M. Wharton, who is staging the meet, which is under the direction of Lieutenant Colonel Claude K. Rhinehardt, in command of the First Provisional Wing, says that this is the most remarkable flying and athletic meet ever staged, with squadron battle formations, aerial combats, the acrobatics resorted to in air fighting, including the tail spin, barrel roll, loop, reversal, nose dive, etc., which thrill the spectators and make them marvel at the training that our men have received. A number of fliers are participating who have seen actual service at the

front, and the stunts in the air were highly sensational. Biplanes, airplanes, monoplanes, big bombing machines, in the greatest moral effect on the opponent. Certainly the golfer of ideal temperament sounds like a complex and highly endowed person. He is, there are not many golfers with the ideal temperament, and those who are might have been saved if it had been possible to obtain the services of a trained nurse during the first four days of his illness.

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GOLF'S REAL TROPHIES. (By International News Service.) The trophies in the game of golf are not those of silver, but rather the esteem of comrades, and the man who is shunned on the links is sure to have a streak of meanness in him. Maybe it is bred in the bone; at any rate, it crops out in many ways, often in a trivial fashion. At any tournament it is easy to spot the unpopular man because of the general delight when he is humbled by defeat. Of course, every man cannot be popular, and a man is bound to make enemies in some quarters, particularly if he is given to speaking his mind. DOGGETT LEFT NO WILL. (By International News Service.) NEW YORK, Oct. 26.—It has been learned that Richard C. Doggett, the well known turf operator, who died suddenly from influenza, left no will. His estate, valued at nearly \$1,000,000, will go to his widow and children. His brother, Sam Doggett, who was his constant companion and adviser, probably will be taken care of. The latter once was a star jockey, and is widely known in racing circles. According to friends "Cad" Doggett's life might have been saved if it had been possible to obtain the services of a trained nurse during the first four days of his illness. MANY BIG GAMES. (By International News Service.) NEW YORK, Oct. 26.—The football season will end for most elevens on November 23, and it promises to be as big a day in the gridiron world as the late Saturdays of November have been in other seasons. The game usually came in like a lamb and will go out like a lion. On November 23 the schedule now calls for Dartmouth vs. Brown, Pittsburg vs. Washington and Jefferson, Columbia vs. New York university, probably Cornell vs. Pennsylvania, and numerous other contests. Not many days ago the football season of 1918 seemed to be "all in," but now there is every indication that it will be a very good season after all, with the big events all crowded into the month of November. If you want a thing done well ask the waiter to bring it rare.