

STORIES OF GERMAN ATROCITIES NOT PROVED, SAYS AMERICAN WRITER

The Chicago Tribune prints a long copyrighted dispatch from James O'Donnell Bennett, staff correspondent, dated at Aix-la-Chapelle, Germany, which in specific detail disputes and denies the charges of cruelties and atrocities lodged against the Germans in Belgium. Mr. Bennett, in company with John T. McCutcheon of the Chicago Tribune, Irvin S. Cobb of the Saturday Evening Post, Roger Lewis of the Associated Press and Harry Hanson of the Chicago Daily News, traced 100 miles through 20 towns and their observations lead him to the firm conviction that the reports of barbarities alleged to have been perpetrated by German troops are falsehoods.

The following dispatch to the Associated Press, evidently forwarded by Roger Lewis, is in substantial agreement with Mr. Bennett's story in the Chicago Tribune.

By the Associated Press.
New York—An Associated Press staff correspondent of American birth and antecedents, who was sent from the New York office and was caught in Brussels at the time of the German invasion, held as a prisoner for several days, and who finally escaped to Holland, has sent by mail the following story of his experiences:

"The night before the German entered Brussels, when the Belgian civil guards and refugees began pouring into the city from the direction of Louvain, they brought stories of unspeakable German atrocities, maltreatment of old men and children, and the violation of women.

"The Belgian capital reeled with apprehension. Within an hour the gaiety, the vivacity, and brilliancy of the city went out like a broken reed. The radiance of the cafes was exchanged for darkness; whispering groups of residents broke up hurriedly and locked themselves into their homes, where they put up the shutters and drew in their tri-colored Belgian flags.

Fears of Brussels Quieted.
"The historic Belgian city went through a state of morbid consternation, remarkably like that from which it suffered on June 19, 1815, when it trembled with the fear of a French victory at Waterloo.

"In less than 24 hours the Belgian citizens were chatting comfortably with the German invaders and the allegations of German brutality and demoralizing torture dissolved into one of the myths which have accompanied all wars.

"Neither in Brussels nor in its environs was a single offensive act, so far as I know, committed by a German soldier. In a city of over half a million people, invaded by a hostile army of perhaps a quarter of a million soldiers, no act sufficiently flagrant to demand punishment or to awaken protest came to my attention.

None Knows of Outrages.
"The frightful reports that had preceded the German army into Brussels included the dismembering of old men just outside Louvain. Investigation not only failed to substantiate these rumors, but could not even discover any one in the immediate vicinity who credited them.

"An eye witness of unimpeachable veracity told me that the worst behavior he had observed during the first German entry into Louvain (August 19) was that of a German soldier who leaned on his horse and kissed a pretty Flemish girl who brought him a glass of beer.

"I marched for days with the German columns, often only one day behind the fighting, with the houses that had been burned still smoldering, the ground freshly broken by shell and trampled by horses and men, and the memory of the German advance vivid in the minds of the inhabitants.

No Proofs of Murder.
"I interviewed an average of twenty persons in each of a dozen towns and found only one instance of a non-combatant who had been killed without a justifiable provocation. In this case the evidence did not clearly prove that the man had been wantonly murdered.

"He lived in one of the typical small Belgian countryside houses which combine the comforts of home with the lure of a small public bar. This house was at the north of Merbes-le-Chateau, a town through which a large part of the German army passed on the road to Maauberge.

"A son of the murdered man, whose name was Arthur Nicodem, showed me blood spots on the floor marking the place where Nicodem fell, his throat cut by a saw-edged German saber.

English Fired From House.
"It was fired by some inhabitant that the murdered man showed a pair of binoculars; but a more probable explanation, that English outposts had concealed themselves in the house, from which they poured a rain of fire

upon the first German invaders. The inference that the shooting was done by Belgian civilians may have incensed the Germans to reprisals.

"In that neighborhood four houses had been burned and one was still ablaze as I passed on Wednesday, Aug. 26.

"This town of Merbes-le-Chateau, which had been the scene of an unimportant skirmish between the Germans and English on the previous Sunday, was riddled with rifle shots. The small number of windows intact showed that the Germans had made a deliberate assault upon the residents of the town. But the inhabitants themselves admitted that all of the shooting had been done by a comparatively small number of Germans, and that the firing had not been begun until English soldiers who had concealed themselves in the houses had fired first upon the Germans.

News of Incident Goes Far.
"I have emphasized the one fatality of the non-combatant because the news of it traveled up and down the Sambre and across to Hante-Wiberie and Solre-sur-Sambre, multiplying as it went and developing ghastly and inhuman details until it seemed an unjustifiable exaggeration to the whole German empire.

"With this one possible exception, I did not encounter in Nivelles, in Binche, in Buisserie, or Solre-sur-Sambre, or any of the other towns I visited, a single incident of mistreatment or any sort by German officers or soldiers.

"Fraisers—particularly the lower part of the city—had been virtually destroyed by a cross fire from French and German artillery. Tops of breweries had been hurled bodily to the ground, and walls had either disappeared or become grotesquely dislodged.

Burgomaster Denies Reports.
"Into this town 130 French killed and more than a hundred wounded were brought in a single day. August 26, the burgomaster, said that he knew of no cases of German cruelties, except distant rumors which he had learned to discredit. It ought to be said to the credit of the Belgians that they have not allowed their bitterness toward the Germans to carry them into unfair recrimination.

"Robert J. Thompson, American consul at Aachen, visited Liege during and after the capture of the forts. It is the opinion of Mr. Thompson that no outrages were committed by Germans during the several days' fighting there.

"There are, of course, reported outrages beyond investigation, either on account of their vagueness or because it is impossible to weigh the provocation. It is known, for instance, that 112 natives were killed in Renoucamp, not far from Aachen; German soldiers say that they were killed because they fired upon them from the roofs and windows of the houses.

Differ on Louvain Incident.
"The history of the absolute destruction of the historic city of Louvain with its cathedral and its university is by this time well known. The German version of this is that the inhabitants, under the direction of the burgomaster, estranged themselves from the city, where they also installed a machine gun. They proceeded to greet the Germans with a deadly fire.

"The Belgians say, on the other hand, that part of the German army, mistaking one of their own retiring divisions for the enemy, opened fire upon them, whereupon, deluded into thinking this an assault by Belgians, the Germans razed the city.

"I have not been able to acquire any direct evidence in regard to these last two instances, but the explanation generally credited by disinterested persons is that the Belgians, who had laid down their arms, according to the burgomaster's proclamation on the entrance of the enemy, took them up again when it looked as if the Germans were retreating from the town, and opened fire from their windows upon a retreating German train.

Jarotzky Tells Outrages.
"The most authoritative German denial of German offenses comes from Maj. Gen. Thaddeus von Jarotzky, military governor of Brussels, who informed me that in numerous cases he had received with a pretense of friendliness by Belgian civilians, who later fired upon the German soldiers from windows and from between the roofs of the houses.

"In such violations of the rules of war, the general said, he punished the offender by burning the houses from which the shots were fired.

"I can only say that in every case of reported outrage or reprisal which the lines greeting the men, who were quartered in the village. Standing in the middle of the square, the kaiser said:

"I greet you as your chief. I thank you. I have often seen your regiment on parade and now it gives me particular pleasure to greet you on conquered land.

"Your regiment fought as I expected and as I hoped. The battle of Verdun in 1871. The battle of Verdun will be eternally inscribed in letters of gold in the history of the war.

The kaiser appeared in the evening with his suite in five automobiles. He kissed his son and then walked along

along the road by which they knew he would have to travel.

"As soon as the car reached the portion of the road on which the German guns were trained shells fell all around it. One fragment as large as a teacup struck the bonnet, but neither the general nor the driver was injured. Bollet dashed on at full speed and was out of the danger zone before the Germans could fire again."

Tunis yearly distills 200,000 pounds of orange flowers.

was susceptible of investigation I have found either that the outrage was a figment of the Belgian mind or that it was more than half excused by circumstances.

"The prevalence of the Belgian practice of sniping from the houses was perhaps indicated by the warning of the German officer who acted as guard for five American correspondents, including myself, who were being taken as prisoners from Beaumont to Aachen in an army train. We were advised to lie down on the floor of the car as the Belgian snipers would shoot at us from the houses. But there was no firing.

"This, of course, is not a brief for the German army; it is an account of German conduct as it appeared to an impartial observer who had the rather extraordinary opportunity of traveling for days with the German columns, over a distance of more than a hundred miles through a dozen important cities and towns.

"Sometimes I was near enough to the front to see the white artillery smoke spurt into clouds along the horizon and hear the double detonations which came from artillery at short range. At other times I trailed behind through the desolate waste which a victorious army leaves behind it.

"On the contrary, I witnessed numerous cases of the most careful courtesy on the part of German soldiers. In Brussels they not only paid their bills, but tipped generously. Along the road, when a German officer or soldier entered a Belgian house for food or shelter, it was not with a demand but a request. In spite of the confusion and errors which arose from a strange tongue there was almost no friction of any sort.

Pay All and Tip Well.
"The German soldiers were punctiliously considerate and polite to women and children, apologizing for the discomfort they were causing. Upon leaving a house where they have been given shelter, I have seen them shake hands with the concierge, peasant woman, or in some cases with the gentlewoman of a Belgian villa, as pleasantly as if they were bidding adieu to their hostess at a week-end house party.

"So many instances of this sort are at hand that a recital of them would be tedious.

"Naturally inclined to be gruff with their soldiers, the German officers always gave the French prisoners a pleasant word, and treated them with every consideration. Not a single exception to this civility toward prisoners has come to my attention.

"A French lieutenant and two English officers traveled with us in the prison train from Beaumont to Aachen, a halting journey which took over thirty-six hours. The train was crowded with German wounded and French and English prisoners, and there was nothing to eat or drink, except a few fragments of rye bread, hard as a stone, and a little liquid compound of chicory, which in Belgium is known under the name of coffee. Since there was not enough even of this disheartening fare to go around, German officers went without food so that the prisoners might be fed.

Aid Owners of Cafe.
"In a little cafe in Beaumont, concierge and madame had fled before the approach of the soldiers and abandoned their business. Two officers found them in hiding, brought them back, and in a day they had taken in more money than in any previous week in their career.

"These incidents could be indefinitely prolonged, but they would only of additional support to a point that I think I have already established—the universal kindness of German soldiers as I have observed them.

"I have seen perhaps half a dozen cases of drunkenness in observing nearly 1,000,000 soldiers, and few were only good-naturedly muddled. In Beaumont while I was detained for 24 hours in the small cafe previously mentioned, with an armed guard at the door, although specifically told that I was not an ordinary prisoner, a swaggering petty officer of some sort, lunged toward me and showed me the sharp convincing edge of his sword, insisting that I run my hand across it.

Warned to Avoid Drinking.
"German discipline and German training seem to have put into the German soldier an exemplary behavior which is nothing less than remarkable. Before I fell asleep on the floor of the Beaumont cafe, with two German soldiers' guns slanting almost over me, I heard the petty officer who was in charge of us, giving instructions to the guards, which included the statement that any one of us who stirred outside the door should be shot. Then he counseled them, almost in a fatherly way to drink only moderately, stating that if they became drunk he would recommend a sentence of 15 years in the penitentiary.

"If the conduct of the German soldier errs at all it is on the side of a too complete subordination. It is impossible for any one who has seen much of the German system to believe in the tales of deliberate deprivations and unsoldierly conduct."

Many Are Interested.
A Kentucky representative in congress, writing the Kentucky Illiteracy Commission his endorsement of the movement to stamp out illiteracy as follows: "In my judgment no improvement for the benefit of the state is of such basic importance that seeking to eradicate illiteracy among the people of Kentucky. Upon its success directly depends the future of our state, and those actively engaged in the work can have the assurance that their efforts are fraught with the greatest good of our commonwealth."

New Member Named.
Governor McCreary appointed C. Lowry Diehl, of Louisville, member of the state board of pharmacy for a term of five years, commencing October 1. He was recommended by the Pharmaceutical association and will succeed Robbin H. White, of Mt. Sterling.

Bank Call Issued.
A call for a report on the condition of state banks as of the close of business September 12 was issued by State Banking Commissioner Thomas J. Smith.

WAR COSTS ENGLAND \$44.80 EACH SECOND
London.—The cost of the war up to date has been \$11,265,000,000. The cost to England alone, based on figures covering 43 days from August 1 to September 12, is \$3,872,093 a day, \$161,337 an hour, \$2,659 a minute and \$44.80 a second.

Spain devotes 3,584,720 acres to olive growing.

SCORES VICTORY IN RATE FIGHT

STATE RAILROAD COMMISSION ORDERS A REDUCTION IN FREIGHT RATES.

SHELBYVILLE WINS POINT

Attempt to Justify Lower Rates Than Those Accorded Shelbyville Could Not Be Supported.

(Special Frankfort Correspondence.)
Frankfort.—The state railroad commission ordered the Louisville & Nashville to reduce the freight rates on sugar, dried vegetables, canned goods, soda and molasses from 14 to 12 cents a hundredweight, and on potatoes, soap, wire in coils, nails in kegs and bolts, from 13 to 10 cents. The Elkhorn Grocery Company, of Shelbyville, complained that Shelbyville was being discriminated against as compared with Frankfort, Lexington, Winchester and Harrodsburg.

While commending the effort to protect the interests of Kentucky jobbers, the commission said that the attempt of the railroad to justify lower rates than those accorded Shelbyville to points where Louisville jobbers had to meet competition from Cincinnati, could not be supported in the light of the Texas case, in which the Texas commission was condemned by the courts and Interstate Commerce Commission for endeavoring to discriminate in favor of Texas shippers. The commission said that the institutions in fine condition. Speaking of the Eastern State Hospital, at Lexington, it represents, he said, a fixed population of 500 people and a transient population of about 5,000 a year, called to visit and ask about the patients, officials' families and employees. The monthly expenditures amount to about \$25,000, or nearly \$300,000 a year, most of which is expended in Lexington. The water company alone receives about \$3,500, gas, electric light and coal companies in like sums. About 7,000 tons of coal being used. What the 5,000 transient visitors expend must be very large, he says, for they have to stay in your hotels and boarding houses. These people advertise and advance the interests of this city all over the Eastern and Central parts of the state, and the hospital is a very valuable asset of a city.

Does Lexington Appreciate This Asset?
"So many instances of this sort are at hand that a recital of them would be tedious. The city is making a new street that passes in front of the hospital, but it has ordered the improvement stopped at the southeast corner of the hospital property, and visitors to the hospital will have to plod through a muddy and old street, as they have for ten years. The reason given for refusing to build the new street is because the authorities say the hospital must build or pay one-half the cost."

Library Commission.
The busiest month since its organization in 1910 has been experienced since August 1 by the state library commission. Mrs. Fannie Rawsoh, the secretary, said that 36 traveling libraries have been sent into twenty-five counties, and the commission now has 9,000 volumes in active use. But the most important work has been answering calls for assistance in placing and organizing libraries, giving advice as to the character and capacity of buildings, and the selection and classification of books and all the professional details connected with organization and management. The commission is equipped to assist in every capacity needed in establishing permanent local libraries, and the demands on its time for this sort of work is showing a gratifying increase.

Arguments Are Heard.
The state board of valuation and assessment heard evidence and argument on the 1914 franchise assessment of the Illinois Central, and has postponed final action on railroad assessments of their total capital until October 6.

Ray is Appointed Judge.
Gov. McCreary appointed Charles T. Ray, of Louisville, law partner of Lieut.-Gov. E. J. McDermott, Judge of the Jefferson Circuit Court, Common Pleas Division, to fill the vacancy caused by the death of Judge William Smith.

Many Are Interested.
A Kentucky representative in congress, writing the Kentucky Illiteracy Commission his endorsement of the movement to stamp out illiteracy as follows: "In my judgment no improvement for the benefit of the state is of such basic importance that seeking to eradicate illiteracy among the people of Kentucky. Upon its success directly depends the future of our state, and those actively engaged in the work can have the assurance that their efforts are fraught with the greatest good of our commonwealth."

New Member Named.
Governor McCreary appointed C. Lowry Diehl, of Louisville, member of the state board of pharmacy for a term of five years, commencing October 1. He was recommended by the Pharmaceutical association and will succeed Robbin H. White, of Mt. Sterling.

Bank Call Issued.
A call for a report on the condition of state banks as of the close of business September 12 was issued by State Banking Commissioner Thomas J. Smith.

WAR COSTS ENGLAND \$44.80 EACH SECOND
London.—The cost of the war up to date has been \$11,265,000,000. The cost to England alone, based on figures covering 43 days from August 1 to September 12, is \$3,872,093 a day, \$161,337 an hour, \$2,659 a minute and \$44.80 a second.

Spain devotes 3,584,720 acres to olive growing.

DELEGATES APPOINTED

The following delegates to the Southern Appalachian Good Roads Association, which will convene at Bristol, Va., Oct. 6, have been appointed by Governor McCreary: William Moberly, James E. Ewald, Robert Terrell and Dr. Mose Gibson, of Richmond; J. D. Goodie, White's Station; Guthrie Wilson, Bardonia; M. G. Sullivan and A. Gatliff, Wilkesboro; State Commissioner of Roads R. C. Terrell, of Frankfort; Russell Gaines and Pendleton Beckley, Louisville; J. Q. Lackey and R. J. Calloway, Louisa; Arch L. Hamilton and Walker McChesney, Lexington; S. K. Kimmey, Henderson; M. H. Crump, Bowling Green; T. Wags Crawford, Murray; Harry Sommers, Elizabethtown; W. H. Edwards, Jr., Versailles; Senator Joe F. Bosworth, Middlesboro; R. D. Wiley, Vanceburg; N. W. Utley, Eddyville; H. C. Duffy, Cynthiana; C. W. Burton, Dry Ridge; A. J. Offutt, Taylorville; J. C. McChord, Springfield; George W. Peak, Lexington; E. L. Hodge, Booneville; Andrew Chaney, Somerset; H. H. Ramey, Salyersville; S. L. Palmer, Benton; A. H. Hill and Dr. C. W. Neely, Franklin; J. B. Eversole, Hyden; E. B. Wiley, Georgetown; Cleveland Bourne, Lancaster; June Gayle, Owenton; James P. Bailey and W. L. McCarty, Stanford; H. G. Copple, West Liberty; County Judge A. M. Crooke, Owensboro; A. J. May, Prestonsburg; J. S. Brown, Warsaw; W. J. Paxton, Lawrenceburg, and W. B. Caldwell, Danville.

Left Vast Estate.
James E. Haggin, financier and brother of thoroughbred horses, who died at Newport, Rhode Island, left his vast estate to his immediate family and relatives by his will, which was filed for probate. His properties amount to at least \$15,000,000 as estimated by Allan McCulloch, an executor and attorney in charge of the estate. The relatively small estate was a surprise to many one-time business associates of Mr. Haggin. An investigation of his New York assets disclosed real property valued at \$5,000,000. His large mining interests and two great ranches in California and Kentucky frequently have been estimated at no less than \$50,000,000. Mrs. Margaret Voorheis Haggin, the second wife of Mr. Haggin, receives one-fifth of the residue, about \$3,000,000, according to estimates. She receives this legacy on condition that she accept it in lieu of all dower rights.

Injunction Suit Filed.
Injunction to prevent the State Sinking Fund Commission from investigating charges of shortage in the automobile department and attempting to remove him from office, is sought in a suit filed in the Franklin circuit court by Thomas S. Byars, commissioners of motor vehicles.

The suit was filed after the Sinking Fund Commission had notified R. C. Talbot, of the firm of Franklin & Talbot, attorneys for Mr. Byars, that it considered it had authority to make the investigation and to remove any officer appointed by it.

Mr. Talbot appeared before a meeting of the commission and asked for an official expression of opinion as to the jurisdiction of the commission to make such investigation. After he retired the commissioners conferred and then, calling him in, informed him that the commission asserted this right and fixed the date for a hearing.

Federal Rescuers Sent.
Six men from the rescue car of the United States Bureau of Mines left here in an automobile for Lockport to rescue the entombed miners in the lead mine, which was on fire at that place. The entombed miners are William Marion and Bailey Hall. The fire in the mine started in the shaft from an explosion, and before the elevator could be dropped to get out the entombed men, the shaft was burning.

The rescuers are G. T. Powell, W. J. German, W. W. Sullivan, J. H. East, R. H. Selph and H. D. Jones.

Kentucky Commission.
The state railroad commission practically completed the assessments of all of the railroads operating in this state and the revised rates derived from this source will be little changed from last year. Such changes as will be made in the assessments will be on account of improvements on the Louisville & Nashville, Chesapeake & Ohio, Louisville & Jeffersonville Bridge Co. The commission will meet October 7.

Held Under New Law.
The September examination of applicants for certificates as teachers in the county schools was held at the office of County Superintendent Stuckert. The law was enacted by the last general assembly and fixes the third Friday and Saturday in September as the time for holding the examination.

Bids Are Rejected.
The state board of sinking fund commissioners rejected all bids offered for the old Mansion at the auction as being too low. William Hoge offered \$13,000 for the entire property, which was the highest bid. It was not decided when or whether the property will be offered for sale again.

Natural Gas For City.
Natural gas will be furnished Frankfort in the fullness of time. A ray of hope was glimpsed in the statement of J. Tonkin, of the Central Kentucky Natural Gas Company at the annual meeting in Lexington, when he referred to the intention of the company to furnish gas to Frankfort. D. L. Hazlett, of the firm of Hazlett & Hazlett, who secured a franchise in Frankfort several months ago, stated that when the money market rights itself the project is sure of consummation.

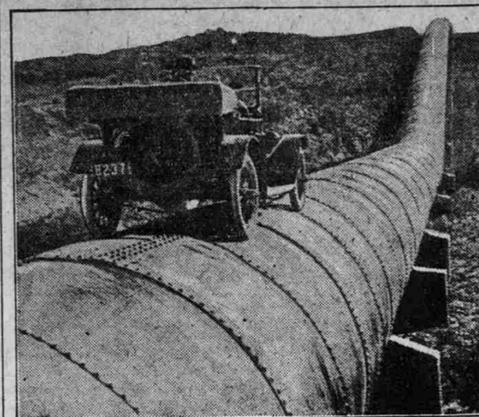
Public Support Necessary.
That the Y. M. C. A. is facing the greatest crisis in its history and that it must have the hearty support of residents of Frankfort if it is to survive was the keynote at the meeting of directors of the organization and committees called together to discuss the future of the association. It was expected that the directors would go into the election of a secretary, but the condition of affairs prompted a statement that no consideration would be given the question of a secretary.

Hides for Automobiles.
As an indication of the tremendous size of the automobile industry, it is interesting to note that in one year approximately 1,000,000 hides are used for upholstery purposes. The ordinary roadster body requires a little more than two complete hides, and the touring body about three hides. The average of a car, therefore, is two and one-half hides. From the time the hide is stripped from the animal, it requires from ten weeks to six months completely to prepare it for use, the time varying with the quality of the leather. Each hide is split into four grades, which are known as hand buffs, machine buffs, deep buffs and splits. The hand buffs are the best and are the part nearest the hair. This is the quality that is most used in the best motor-car factories.

Electricification of Cars Aids Women.
The growth of the popularity of the gasoline cars, with women drivers, can practically be gauged by the progress of their electricification. First came the electric lights, which did away with the troublesome lighting of lamps. Then the electric starter, that eliminated the need of well developed muscles to turn over a balky motor, as well as the dangers of back-fire. Next, electric recording devices were established, and now the success of the electric gear shift appears assured.

Motorcar Taxes in England.
The county councils of England and Wales during the last fiscal year collected as a motorcar tax the sum of \$5,517,965.

MOTORING STUNT THAT TOOK NERVE



Driving a Motor Car Over the Bouquet Canyon Siphon of the Los Angeles Aqueduct.

A feat that called for not a little nerve was performed when an automobile enthusiast recently drove his car up the siphon of the Los Angeles aqueduct, across Bouquet canyon. He made the trip of one mile in good time and without mishap, but it required a steady hand and a cool head to keep a perfect balance astride the big tube. A slight waver, particularly where a heavily swayed joint broke the smooth surface, would have a tendency to send the machine skidding over the side. The trip would not have been so difficult of accomplishment were the course of the aqueduct level, but in many places a grade of ten per cent had to be negotiated, and there it was no simple task to keep the machine on the excessively crowned roadway. From the size of the tube, as shown in the illustration, a fall from the top would be disastrous.—Scientific American.

MUST HAVE SYSTEM CITY TIRES NEED WASHING

Carriage Soap a Good Remover of Road Oil, Says Man Who Has Given Subject Study.

Ten cents' worth of common carriage soap and a little muscular effort will save many dollars' worth of tire expenses at this season, according to H. Clifford Brokaw, principal of the automobile school of the New York West Side Young Men's Christian association. Mr. Brokaw said the other day:

"Automobilists making out-of-town trips will find the roads in many places freshly sprinkled with crude oil. There are few things that destroy tires more quickly than this oil. When once thoroughly soaked into the ground the crude oil does no injury, because it will not stick to the tires; but beware of the freshly sprinkled roads in which the ruts are flooded with oil.

"On returning from a trip over roads freshly sprinkled, examine the tires thoroughly. If there is any oil clinging to the tires, a little warm water and carriage soap will quickly remove it, thus preventing tire deterioration. Tires of the non-skid type will sometimes have the crevices in the non-skid tread filled with oil. This kind of tire should be given particular attention. Make certain that all crude oil has been washed out of the little pockets on the treads. If there are any cuts or abrasions on the tire, these also should be thoroughly washed to see that all oil is removed."

WARNING TO THOSE BEHIND
Mechanism That Indicates to Drivers Following the Direction That Leader Is Going to Take.

A mechanism for indicating to the driver of a following automobile the way the car ahead is to turn has been placed on the market recently. The device, of course, is attached to the rear of the car and provides four illuminated spaces besides the regulation lamp. Located on the steering wheel are two switches, each of which operates an electric lamp on the appropriate side of the device, and the pressure of a thumb on one switch turns on the current in the corresponding space at the rear of the car. These spaces are of ground glass and have a white arrow on a red background, the illumination thus showing which way the driver intends to turn. The "slow" signal appears whenever the clutch is thrown out or the foot brake is set; the "stop" signal shows when the emergency brake is applied.

How to Protect Auto Frames.
One of the parts of used cars that is worthy of attention, and seldom gets it, is the frame. It is not too much to want the frame reasonably well scraped and painted in the course of an overhaul job, and it is a good plan to insist on it. It will at least get accumulations of dust and dirt away, give a cleaner appearance and prevent rust which has been known to attack frames and seriously weaken them.

Motors for City Use.
A careful canvass has revealed that of 58 German cities having a population of more than 80,000 only five are without municipal motor wagons; one of these has a vehicle on order. The number of vehicles in each city varies from one to 53, the total number being 590. Of these the fire brigades have 249; street cleaning and watering 113, and ambulances 54; the remainder are used for miscellaneous service.

Make Cars Oil-Tight.
A point deserving attention at the hands of many automobile designers is that of making cars oil-tight. This is a fault found justly with many modern cars, and is especially in evidence at points in housings carrying loads of heavy grease, which often oozes out, damaging finish and collecting dust.

Motorcar Taxes in England.
The county councils of England and Wales during the last fiscal year collected as a motorcar tax the sum of \$5,517,965.

Electricification of Cars Aids Women.
The growth of the popularity of the gasoline cars, with women drivers, can practically be gauged by the progress of their electricification. First came the electric lights, which did away with the troublesome lighting of lamps. Then the electric starter, that eliminated the need of well developed muscles to turn over a balky motor, as well as the dangers of back-fire. Next, electric recording devices were established, and now the success of the electric gear shift appears assured.

Motorcar Taxes in England.
The county councils of England and Wales during the last fiscal year collected as a motorcar tax the sum of \$5,517,965.

Electricification of Cars Aids Women.
The growth of the popularity of the gasoline cars, with women drivers, can practically be gauged by the progress of their electricification. First came the electric lights, which did away with the troublesome lighting of lamps. Then the electric starter, that eliminated the need of well developed muscles to turn over a balky motor, as well as the dangers of back-fire. Next, electric recording devices were established, and now the success of the electric gear shift appears assured.

Motorcar Taxes in England.
The county councils of England and Wales during the last fiscal year collected as a motorcar tax the sum of \$5,517,965.

Electricification of Cars Aids Women.
The growth of the popularity of the gasoline cars, with women drivers, can practically be gauged by the progress of their electricification. First came the electric lights, which did away with the troublesome lighting of lamps. Then the electric starter, that eliminated the need of well developed muscles to turn over a balky motor, as well as the dangers of back-fire. Next, electric recording devices were established, and now the success of the electric gear shift appears assured.

Motorcar Taxes in England.
The county councils of England and Wales during the last fiscal year collected as a motorcar tax the sum of \$5,517,965.

Electricification of Cars Aids Women.
The growth of the popularity of the gasoline cars, with women drivers, can practically be gauged by the progress of their electricification. First came the electric lights, which did away with the troublesome lighting of lamps. Then the electric starter, that eliminated the need of well developed muscles to turn over a balky motor, as well as the dangers of back-fire. Next, electric recording devices were established, and now the success of the electric gear shift appears assured.

KAISER ADDRESSES TROOPS AT VIRTON

Rotterdam.—The Cologne Gazette reports that the German emperor delivered a speech to his troops after the battle of Virton, near Longwy, when he visited his son, Prince Oscar, who is commandant of the grenadiers.

The kaiser appeared in the evening with his suite in five automobiles. He kissed his son and then walked along

JOFFRE HAS CLOSE CALL: ESCAPES GERMAN AMBUSH

London.—The Daily Mail correspondent in Paris writes:

"From a Frenchman who volunteered his motor car and is now driving it for officers of the general staff, I hear that General Joffre had a narrow escape some days ago. He was being driven by Botlet, a French racing driver, and the Germans seem to have laid an artillery ambush for him