

CONCEALING THE BIG BRITISH GUNS



British big guns are hammering the Germans with the heaviest artillery fire in history. Photograph shows the sweatwork being thrown up in front of the gun to keep hidden. Often the guns are covered with the surrounding vegetation to make it harmonize with the background, disguising it perfectly.

BUILD A SUBWAY TO VERDUN FRONT

Tunnel, 45 Feet Underground, Leads to Within 300 Yards of Germans.

AMERICANS MAKE THE TRIP

New York Lawyer Narrowly Escapes Shots as He Views Trenches—Tunnel Cook Was Formerly Chef to an Ambassador.

Verdun.—Just west of here, in the forest of Argonne, there is a remarkable military tunnel, 45 feet underground, running right up to within 300 yards of the German trenches.

ITALIAN FINDS LOCKJAW CURE

Professor Ingianni Invents Portable Bath for Hot Immersions.

GIVES SATISFACTORY RESULTS

After Few Days Treatment the Wound Begins to Heal, Suppuration Disappears, Swelling Subsides and Fever Ceases.

21 DIE IN GALE ON LAKE ERIE

Whaleback James B. Colgate Founders and Crew Perish—Only the Captain Saved.

SHOULD HELP HER HUSBAND

Court Decides Crime Is No Cause for Divorce—Defendant Habitual Drunkard.

IS SINGLE AGAIN

Des Moines, Ia.—The Iowa supreme court, in session here, has handed down several divorce decisions.

WISDOM DODGES A TRAIN

Hound in Chase Across Bridge Hanged From Trestle While Quarry Is Killed.

AMERICANS ARE LUCKY

Princeton, W. Va.—Several persons witnessed a remarkable display of canine intelligence here when a fox-hound belonging to James McPherson saved himself from death under a train on the railroad bridge at Black Lick, four miles west of here. The bridge is 207 feet high.

PREMIER IS KILLED

ASSASSINATION OF STUERGKH OF AUSTRIA WAS PURELY A POLITICAL ACT.

TWO OTHERS WERE WOUNDED

Socialist Declares After Arrest That He Murdered Statesman Because He Refused to Convene Parliament—Rising Reported in Vienna.

Vienna, Oct. 21, via Berlin by wire.—The assassination of the Austrian premier, Count Carl Stuerghk, was a purely political act, and was instigated by his refusal to convene parliament, according to the admissions of Dr. Friedrich Adler, his assassin, made shortly after his arrest.

At first he declined to reveal his motives, but after being locked up by the police he declared the premier's political policies had led him to do this deed.

Two men who leaped at Count Adler after he had fired on Count Stuerghk were wounded. Doctor Adler discharged the two remaining chambers of his revolver at these men before Austrian and German officers, with drawn sabers, overpowered him.

The injured men, who were injured slightly, are Baron Aehrenthal, brother of the late foreign minister, and the head waiter of the Hotel Meiss and Schmid, in which the shooting occurred.

Doctor Adler surrendered to the officers who crowded upon him and gave up his revolver. Apparently he was the calmest man in the room. He gave his name without hesitation and added:

"If you please, gentlemen, I know perfectly well what I have done. I shall not resist arrest."

Count Stuerghk was fifty-seven years old. He was born in 1850 in Graz. He became Austrian premier in 1911, after serving for two years as minister of education. He was one of the principal founders of the present educational system, the "gymnasium method."

The count was educated at the University of Graz and entered the service of the state in 1881. He began his parliamentary career on March 12, 1893, when he was elected to the reichsrath. Although he has taken an active part in the affairs of the nation he was one of the most reserved statesmen in Austria-Hungary.

KNOW AND OBEY THE LAWS

Autist Who Is Not Familiar With Traffic Regulations Is a Nuisance on the Road—Proper Regard for Rights of Others Essential.

A knowledge of the traffic regulations in your nearest market town may save accidents and embarrassing fines. As the number of motor cars are increasing in farming communities it becomes necessary for every driver to obey the laws to insure his own safety as well as to protect the lives of others, writes R. G. Kirby in Michigan Farmer.

Two miles from our farm an expensive touring car spent two days in a ditch 20 feet deep. It did not get there because of careful driving and observance of the road rights of others. Another car skidded off the road and broke an axle and no one blamed slow, sensible driving for that accident. Probably the roads of this state are not modeled after the Indianapolis speedway and it is too bad that many roads may have to die before being fixed.

Heavily loaded milk wagons and hay wagons deserve some consideration from the motorist. Often the horses cannot quickly pull their loads to the side of the road to give passing room and as farm products must be marketed, a little judgment on the part of some drivers is doubtlessly appreciated by the farmers.

There is a state law requiring dimmers on automobile headlights and after stopping by the road in narrow places on many occasions to wait for the dimmers to act, I am inclined to think that the law needs some rigid enforcement in some communities. Some drivers refuse to dim their lights and nearly parallel with a passing car and in that way serious accidents may occur.

When passing another machine it is no reflection on your efficiency as a driver if you slow down and allow the other car plenty of room. This is especially necessary at night when there are deep ditches on each side of the road and careless steering may result in a fall.

Steam cars and interurbans demand a wholesome respect from the motorist. They travel many feet per second and it is difficult to calculate how fast they are coming so it pays to wait by the track and only pass when the way is safe.

A loud horn is an asset to a motorist in an emergency such as warning children who are playing in the road, but it can be abused. Don't drive up behind horses and frighten them, or delight in producing shocks on your neighbor's nerves. A moderate pressure on the horn will usually be effective and will not disgust the passing driver.

BREMEN GIVEN UP AS LOST

Ranking German Representatives in Washington Concede Hope Is Abandoned for U-Boat.

Washington, Oct. 21.—Loss of the German submarine merchantman Bremen virtually was conceded Thursday by ranking Teutonic diplomats in position to be familiar with the movements of the vessel. The Bremen is now one month overdue.

It was intimated that German officials not only in this country but in Berlin were without information as to the fate of the submarine and its crew of 25 men. They know that the vessel set out for America from Bremenhaven and that it should have arrived at an American port soon after the middle of last month.

Two British Transports Sunk. Berlin, Oct. 21.—The armed British transports Crosshill and Sleds were sunk in the Mediterranean by German submarines, says an official statement issued on Friday by the German admiralty.

Conscience Hurts; Pays \$1,100. Washington, Oct. 21.—The treasury department's conscience fund was enriched on Friday by a \$1,100 contribution from an unknown person in New York city, who sent a \$1,000 bill and a \$100 bill.

Blizzard in Nebraska. Ellsworth, Neb., Oct. 21.—A snow storm on Thursday morning entirely covered the ground and a high north-west wind with the thermometer registering 22 above zero assumed the proportions of a blizzard.

Evangeline Booth Seriously Ill. New York, Oct. 21.—Commander Evangeline Booth, head of the salvation army in this country, is suffering from a severe attack of neuritis, which is causing considerable concern, the army headquarters announced.

John Britt, age ninety-one, of Berkeley, R. I., walked the whole length of the preparedness parade in Providence

MOTOR AMBULANCE



This motor ambulance was one of the novelties of the big military show held at Sheepshead Bay Motor Speedway, in the interest of preparedness.

HINTS FOR DRIVERS

Well-Considered Remarks That Are Worth of Most Careful Attention.

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Lock to Prevent Car Theft. With a new lock the mixture of gas and air is cut off as it leaves the carburetor and enters the intake manifold. At the same time the ignition circuit is broken, a simple movement of a switch accomplishing both results. In other words, you cannot stop the engine without locking the car. Even if a thief were to go to the trouble of sawing through the steel housing of the flexible shaft which connects the lock head with the intake manifold attachment, he would be no better off, as in this event the gate which shuts off the mixture becomes permanently closed until the entire locking mechanism is removed.

Leaky Axle Housings. One of the causes of the lubricant working from the differential case out between the axles and housings to the brakes and road wheels is using too large a supply of oil or grease in the case. It is not necessary only to fill the housing to a point where the large gear will dip into the lubricant. If the leakage continues, fit wet washers at the differential and wheel end of the axle.

Plan for Fenders. After an exhaustive series of tests a group of Chicago engineers decided that proper fenders on automobiles will reduce the number of persons run over when struck to 2 per cent, and the number of seriously injured to 25 per cent.

Avoid Tire Trouble. John E. Parsons of California recently made a trip from Sacramento to Portland, Ore., in a machine from which he did not even take a tire during the entire trip.

CALL FOR STATISTICS

WRITER WANTS MORE FIGURES AS TO THE AUTO.

Its Real Effect on the Life of the Nation Has Not Been Made Scientifically Plain.

Economists with a passion for analyzing figures have a fertile field for study in the automobile statistics prepared by the United States department of agriculture. To say that last year there were 2,445,004 motor vehicles registered in the United States and that the owners paid \$18,245,718 in registration and license fees is the smallest part of the story.

To boast that in Iowa there was one motor vehicle for every sixteen inhabitants is to testify to the farmers' prosperity, which has been no secret. But how much of the hundreds of millions of dollars invested in automobiles is productive investment for the owners? How much of it represents expenditures for pleasure that brings no economic return? How far has the automobile contributed to economies in business? How much has it added to the general cost of living, in the production of luxury and ease among all classes of people? In the creation of new industries and new occupations for wage-earners?

To make up a balance sheet for the whole nation would be an endless task. Before it was begun the figures would be out of date. There was an increase of 734,325 motor vehicles in 1914 alone in the United States.

Some day, however, a social survey revolving around the automobile must be made. Everything and the family expenditures has been tabulated, turned over and scrutinized. It still remains to be settled positively what is the minimum wage on which a respectable American, faithful to modern standards of living, can keep a car.—New York World.

Valve Aids Tire Safety. An automobile tire valve which acts as a safety valve has been patented. The purpose of the invention is to relieve a tire automatically of excessive pressure caused by weather conditions or high speed. This valve is in reality an especially designed cap which fits on any standard tire valve stem in place of the ordinary dust cap.

A rubber gasket is used to make the connection air tight. The valve can be set for any desired pressure, and when changing conditions increase the tire pressure to the point designated, a sufficient quantity of air will be released automatically to bring the pressure down.

The adjustment can take place while the car is running. The device by its operation tends to prolong the life of a tire and to prevent accidents resulting from blowouts which occur while running at high speed.

Anti-Glare Law Drawn. The features they want incorporated in an anti-glare automobile headlight law for New York state have been agreed upon by the State Federation of Automobile clubs and the State Automobile association. It is expected that the next legislature will adopt the measure, the principal difficulty heretofore having been to get parties interested to agree. The features are similar to those of the Massachusetts law and require that the direct rays from an automobile headlight shall not travel at a greater height than 42 inches above the ground at a distance of 100 feet. The New York measure has been drawn to agree with the anti-glare regulations in other states.

Repairs Won't Stick. Trouble is often experienced in getting the tread to stick on small repairs. This might be due to any one of several reasons, the most common of which is applying cement over wet fabric. The moisture in the fabric, even if very slight, will blow the tread loose from the fabric. Another common cause for loose treads is the failure to roughen up the old cement sufficiently. In this case the cement will not hold properly and after a few miles of running the repair will separate. It is also well to make sure that proper pressure is being applied to the repair when it is curing.

Tire Economy. Motor trucks with the United States make in Mexico are showing excellent tire economy, considering the awful conditions encountered. On the reserve trucks, tires guaranteed for 7,000 miles of service under average American conditions are averaging 1,500 to 2,500 miles running in Mexico.

Accidents Becoming Less. Statistics show that the number of automobile accidents is decreasing steadily as compared with the number of machines in use.

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