

BUILD ZEPPELINS FOR U. S. TRADE

PLAN REGULAR SERVICE BETWEEN GERMANY AND AMERICA.

FUTURE FOR AIR CRAFT

Will Carry World's Mails And People Who Must Move Very Quickly.

(By Orton Tewson.)

London, Aug. 12.—That the newest and largest Zeppelins which the Germans are reported to be building in such large numbers are not intended to be used primarily for war purposes, but rather as aerial merchantmen for trading with the Americas, is the definite statement of Alexander Liwentaal, for some years consulting engineer to Count Zeppelin.

Mr. Liwentaal, who is a Swiss by birth, but a Britisher by naturalization, has worked at his profession as an aeronautical engineer all over Europe. He was with Count Zeppelin during the most critical period of the development of the Zeppelin at the famous Friedrichshaven works. I asked him about Zeppelins and their future. This is what he said: "Zeppelins are not primarily built for war. The Zeppelins that have been sent to England were only intended to deceive the British as to the capabilities of the more recently constructed Zeppelins.

"The real Zeppelins are those of the type that have lately flown over Lake Constance. They are nearly as long as the Lusitania.

To Fly To United States.

"These Zeppelins are built for the following purpose: Directly peace is signed, or probably before, if the war is greatly prolonged, they will depart for the United States with dispatches, mails and envoys who will be in reality commercial representatives. As they are constructed to alight on water and are independent of sheds, they will alight in New York Harbor, or similarly sheltered places.

"After they have landed their passengers and mails, they will take on petrol and fly at a low altitude over the United States to Mexico and South America and thus advertise the commercial prestige of Germany, even if she be defeated.

"The latest type of Zeppelin can fly from Hamburg to New York in three days, and a regular service will be at once established. They will probably petrol as a steamer buys coal at the places where they alight in America, and whatever the conditions of the atmosphere may be, these giant Zeppelins can fly 280 days a year in safety. It is not generally known that, even today, a Zeppelin is a safer medium of travel than a steamship.

To Carry Mails.

"The real aim of the Zeppelin is to secure the aerial carriage of the world's mails. For years to come they will only carry a few passengers, who will pay large sums to reach some place ahead of all other means of communication and, of course, envoys and officials.

Since my talk with Mr. Liwentaal,

WOMAN AVOIDS OPERATION

Medicine Which Made Surgeon's Work Unnecessary.

Astoria, N. Y. — "For two years I was feeling ill and took all kinds of tonics. I was getting worse every day. I had chills, my head would ache, I was always tired. I could not walk straight because of the pain in my back and I had pains in my stomach. I went to a doctor and he said I must go under an operation, but I did not go. I read in the paper about Lydia E. Pinkham's Vegetable Compound and told my husband about it. I said 'I know nothing will help me but I will try this.' I found myself improving from the very first bottle, and in two weeks time I was able to sit down and eat a hearty breakfast with my husband, which I had not done for two years. I am now in the best of health and did not have the operation." — Mrs. JOHN A. KOENIG, 502 Flushing Avenue, Astoria, N. Y.



Every one dreads the surgeon's knife and the operating table. Sometimes nothing else will do; but many times doctors say they are necessary when they are not. Letter after letter comes to the Pinkham Laboratory, telling how operations were advised and were not performed; or, if performed, did no good, but Lydia E. Pinkham's Vegetable Compound was used and good health followed. If you want advice write to Lydia E. Pinkham Medicine Co. (confidential), Lynn, Mass.

the following dispatch has appeared in a London paper:

Zurich, Tuesday.

"The Thurgauer Zeitung learns from Romanshorn (on the Southern Side of Lake Constance, nearly opposite Friedrichshaven) that the giant Zeppelin has been seen from there making its first trials. This latest monster of the air differs somewhat in shape from previous Zeppelins. It is 320 yards long and weighs about 20 tons.

"It is fitted with seven powerful motors and is armed with machine guns, a cannon and with apparatus for launching bombs and torpedoes. The machine is capable of rising to a height of 15,000 feet, at which height it is believed it will be immune from danger from anti-aircraft guns. It can travel a great distance. This monster Zeppelin has taken about eight months to build."

"From my own knowledge," continued Mr. Liwentaal, "I believe it to be correct that Germany is organizing, if she has not done so already, a service of submarines for mail-carrying purposes to the United States of America.

"There are no great engineering difficulties in constructing boats of this description to cross the Atlantic. First To Fly In England.

"In the early nineties I was associated with Sir Hiram Maxim in his flying machine experiments in Kent. I was the first man to fly in England in an aeroplane driven by a petrol motor, as far back as 1894, when I was badly injured. In 1898, my experiments in constructing gas-tight fabrics for balloons at the Geneva and Brussels Expositions of the previous years came under the notice of M. Necker, the cousin of Count Zeppelin. He informed the Count of the results. Zeppelin at once wired for me to join him at Friedrichshaven works on Lake Constance, where he appointed me consulting engineer and chief of the Department of the aeronautical section of dirigibles. An invention of mine, a gas-proof fabric, enabled Zeppelin to take his first flight in July, 1900. It met with scant success thru lack of motive power. At that time the development of internal combustion engines was insufficient.

"The man who gave Zeppelin his opportunity was the King of Wurtemberg. He gave him the land for his factory and supplied him with all the money he needed. The popular belief that the Kaiser was Zeppelin's backer is incorrect. Wilhelm II did not take him up until his inventions were perfected. Then the Kaiser conferred on Count Zeppelin the Order of the Red Eagle, but in reality Zeppelin owes everything to the King of Wurtemberg. The factories were the dreaded Zeppelins are constructed as the most up-to-date in its appliances and organizations in the world.

Workmen Are Germans.

"I may mention that the workmen are exclusively German. I was the only foreigner admitted on account of my special knowledge because Germans are always clever enough to avail themselves of any foreigner's special knowledge, when they have not got it themselves. The scientific staff were working more for the glory of the invention and the Fatherland than money. The workmen were paid the ordinary rates prevailing in Germany, according to their grade. Zeppelin's personality is great and imposing. He is exceedingly popular with his employes. The regard in which he is held by his workmen is testified by the fact that they all call him, 'Papa.'

"Zeppelin always anticipated war. All his work was for the greater Germany—the Deutschland uber Alles. The German naval and military authorities regard Zeppelins in the light of scouts. They are the eyes of their army and fleet. The bombing part of a Zeppelin is only a secondary matter. The accuracy of an observation taken on a Zeppelin is much greater, owing to its stability, than on an aeroplane. Whatever the Germans have to boast about the Battle of Jutland, especially their escape from the British fleet, they owe to Zeppelins."

Your Bowels Should Move Once a Day.

A free easy movement of the bowels every day is a sign of good health. Dr. King's New Life Pills will give you a gentle laxative effect without griping and free your system of blood poisons, purify your blood, overcome constipation and have an excellent tonic effect on the entire system. Makes you feel like living. Only 25c at your druggists.

He Was Doubly Welcome.

The new minister was invited out to supper. He was a bachelor, and when he helped himself to the biscuits for the third time he looked across the table at the hostess' little girl. "I don't often have such a good supper as this, my dear," he said in his most propitiatory tone. "We don't either," said the little girl, smiling. "I'm awful glad you came."

—Christian Herald.

FIND RICH DEPOSITS IN WYOMING LAKE

ORGANIZE COMPANY TO DEVELOP SULPHATE OF MAGNESIA BED.

Denver, Col., Aug. 12.—A company headed by Henry J. Arnold, former Mayor of Denver, and Dr. W. A. Bell, of Colorado Springs, pioneer builder and capitalist, is being formed to develop what is said by them to be the most remarkable and the only known natural deposit of sulphate of magnesia, the principal ingredient of epsom salts, in the world. It is located fifteen miles southwest of Douglas, Converse County, Wyo.

The former Mayor and Dr. Bell kept the fact that they had filed on the tract, which consists of twenty-five acres and is known thruout Wyoming as Poison Lake, a secret until their plans had been worked out. They already have built a motor truck road to the nearest railroad point and have two trucks in operation. Two evaporating vats have been built and a pumping plant is being installed. Pumps sent out from Denver had to be removed, the low gravity of the water making operation by the style of pump first used impossible.

Poison Lake got its name from the stockmen of the country, who fenced it in to keep their cattle away from it. Every time one drank of the waters of the lake death followed in a short time. The name of the lake attracted the attention of Arnold and he got an option on the land. He took samples from the lake and had them analyzed by chemists of national reputation. He has in his office on Fifteenth Street a number of samples and they show remarkable qualities.

The various tests of the chemists, according to the statements of Arnold, show the water to be a supersaturated solution of sulphate of magnesia, or, in layman's language, epsom salts, running practically sixty-five per cent of salts. It is said that 600 gallons of water from the lake make a ton of chemically pure salts. After evaporation the assertion is made that there are chemically pure epsom salts running as high as ninety-nine per cent with no other saline ingredients.

BIG LOGGING CONTRACT FOR PIKE COUNTY

Whitesburg, Ky., Aug. 12.—Perhaps one of the largest logging contracts ever undertaken in Eastern Kentucky is starting off on Joan's creek, east of here in Pike county, where the Yellow Poplar Lumber Company, of Coal Grove, O., is to market over 500,000 trees, some of which are of mammoth size—the largest ever cut and marketed in the mountains. While the cutting of the timber is in progress, work is to be pushed on the construction of a fifteen-mile narrow gauge lumber road out from McVey on Pond creek, the Pond Creek branch of the Norfolk & Western. Even before the first log can be put on the market the company will have to spend from \$125,000 to \$150,000 in constructing the grade work for their lumber road, cutting the forests and building homes for their employes.

Publishers Up Against It.

The item of the greatest expense in the publishing business is the paper, which is made mostly from spruce pine. Now, as a result of combinations and the condition of the export trade, the publishers of the country are called upon to pay an advance of 50 per cent in the price of their paper over the past year. No other commodity in the United States or Canada has had a rise of more than 10 or 15 per cent, with the exception of war materials. The cost of producing paper has not advanced over 5 per cent during the past two years.

How are the publishers going to absorb this increase of 50 per cent in the cost of their print paper? The cost of paper is usually 40 per cent of the total cost of operating a newspaper plant. Fifty per cent of 40 per cent is equal to a gross increase, in the cost of the whole business, of 20 per cent. Heretofore few successful publishers have made more than 5, 6 or 7 per cent on the capital used. A 20 per cent increase in cost simply puts them out of business. Only the old, strong papers will be able to live through the next year.

A congressional investigation is now on foot, but, like all these invest-

igations, it will amount to nothing. There is no relief in sight until six months after the war closes, when foreign pulp and paper will supply the foreign market and the United States and Canada will again have a shortage in tonnage. In the meantime "deaths" in the publishers' business will add to that shortage and it will be a mighty strong combination or "gentlemen's agreement" that will hold when it will be necessary for one-third of the mills in the United States and Canada to shut down and for the others to make a market price for paper lower than the price when the war began.

The present profit on the manufacture of paper will pay the full cost of building and equipping any mill in the United States during the next twelve months. In fact, I know of two paper manufacturers who have cleaned up in the last six months a profit greater than the amounts for which they were willing to sell their whole property at the start of the year.

The general tendency among daily newspapers is to raise the price per copy or subscription rates.—Chicago Saturday Blade.

ELECTRICITY CLEANS BLACKBOARD ERASERS

Cleaning chalk dust from blackboard erasers was formerly a task saved for the misbehaved schoolboy to do after school hours. The punishment was often as great to those who were not guilty but still within range of the flying dust. To-day a new device, operated by electricity on the principle of a vacuum cleaner, removes the chalk by strong suction, cleans the erasers with a bristle brush and still allows no dust to escape in the room where it is used. The work is done by a compact motor of 1-25 horsepower, which is attached to a plug and cord, making the device serviceable wherever central station lighting is used. The chalk is filtered out of the exhaust from the tiny suction blower with fine muslin and retained in the box on which the motor is mounted.

For Sale.

A 160 acre farm 4 miles east of Hartford, on the border of the oil fields. Good dwelling, barn and other necessary outbuildings. Young orchard, strawberry bed and other pleasing features. If bonds carry inter-county seat pike will be near. See, or write Tinsley & Barnett, Hartford, Ky., for further particulars.

Didn't Fulfill Requirement.

Once a high school principal was having a dispute with one of his teachers, a vivacious young lady, relates the Ladies' Home Journal. She claimed that the word "man" meant mankind as a whole, while "men" always signified the masculine gender.

The principal maintained that there were exceptions and triumphantly quoted: "Though I speak with the tongues of men and of angels."

But the young lady answered demurely: "That won't do, for, you see, both genders are mentioned there."

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Must Wedding Rings Go?

In England there has been a move started to abolish wedding rings. While this suggestion is due to a desire to save all the gold possible for practical uses, yet many hold it is high time to do away with a symbol of woman's servitude to man.

This move is under way because it was not long ago that an agitation was started to compel married men to wear wedding rings, so that they could not deceive young girls into thinking they were free.

This is not the first time that an attempt has been made to do away with wedding rings, for in the time of the commonwealth the Puritans seriously contemplated their abolition, because the custom was of heathen origin.

The plain gold wedding ring is comparatively modern. In the early sixteenth century rings of all sorts and designs were used, invariably inscribed with mottoes. It is recorded as something unusual that Queen Victoria's wedding ring was a plain band of gold.

Some assert that we owe the origin of the ring as a wedding pledge to the Romans, but many believe that it goes back as far as the Egyptians, Babylonians and Hebrews. One of the wedding rings picked up in the ruins of Pompeii represents a man and woman joining hands.

Long ago in the English marriage ritual the ring was first placed by the husband on the top of the thumb of the left hand, as he said, "In the name of the Father," then placing it on to the first finger. "In the name of the Son," next on the middle fin-

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ger, adding "And of the Holy Ghost," finally placing it upon the fourth finger with the word "Amen."

In Persia the ring is amongst the wedding presents given by the bridegroom to his bride; while in Spain, if a man gives a girl over 12 years of age a ring that constitutes a betrothal to which he can be held.

Most people will be surprised to learn that the Bible contains no religious command to wear a wedding ring—does not mention rings in connection with marriage. With the Jews the using of wedding rings has not so very long been customary. The Talmud, their sacred guide-book, has no mention of wedding rings, and anything could be used, provided it was the property of the bridegroom and was of the value of the small coin, the perutah.

The more recent theory concerning the plain gold wedding ring is that the ring is of pure gold, just as the love of the united pair should be pure, and that a circle is endless, as should be the marital affection. It would certainly be wrong, say many, to abolish a custom which has existed so long and holds such beautiful sentiments.—Memphis Commercial Appeal.

Children Cry FOR FLETCHER'S CASTORIA

WILL FILL A WANT!

Since the suspension of the Louisville Weekly Courier-Journal, there has been quite a demand for a weekly Kentucky newspaper that gives all the more important state news, as well as the general news, crisp editorials, good stories, timely cartoons and illustrations.

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