

WANTED!

A small family in American Falls wants to rent a furnished house, three to six rooms, for a year or less. No children to mar the furniture or walls. Preference given a nice little place with small garden plot and place to keep a milk cow. Will consider renting for summer months if no longer time is possible. Inquire Press office.

TRAVEL 18,000 MILES IN THE SOUTH SEA CANNIBAL ISLES

Martin Johnson Spends Fourteen Months Among Savages of South Pacific to Record Their Customs for Screen.

Craving adventure and actuated by a desire to record the manners and cannibalism, Martin Johnson traveled 18,000 miles among the Solomon and New Hebrides Islands and in the fourteen months of his travels secured some of the most sensational pictures of savage life that have ever been filmed. They have been assembled into "Cannibals of the South Sea Islands," a five-reel feature.

World rights have been acquired by Robertson-Cole Company and the production is being released through Exhibitors' Mutual Exchanges.

Mr. Johnson set out from San Francisco in 1917 accompanied by his wife and after stops at Honolulu and Samoa he arrived at Sydney. Mr. Johnson had accompanied Jack London on the famous voyage of the "Snark" and was

more or less familiar with the better known tribes of the South Pacific Islands.

After two weeks aboard a small trading schooner Mr. and Mrs. Johnson landed at the Solomon Islands and from there they traveled in small schooners, whale boats and native canoes 18,000 miles among the uncharted islands of the South Sea. They saw and photographed the most unusual peoples on earth, and many unbelievable incidents.

Their meeting with Chief Negapate, the murderous king of "Big Numbers"—the most perilous experience of their trip—where they were led by treacherous native guides surrounded by savages and escaped only by the timely arrival of a British battleship.

The Johnsons, whose daring expeditions were known in every civilized community of the South Seas, were reported killed by the man-eating savages of Chief Negapate's tribe, and when they started for San Francisco again with their treasure of moving pictures surprise was expressed everywhere that they were alive.

IT USUALLY HAPPENS

Forced into a Dice Game and Was a Winner.

Patrick O'Brien, just emerging from army service as a private, failed to impress automobile salesmen at Atlanta, when he looked the machines over until he dragged forth a roll a trifle larger than an inflated inner tube. After selecting a car to his liking, Patrick noted the attention his funds attracted, and explained, as follows:

"Some of the boys pushed me into a dice game here against my wishes. They made some miscalculation, and while they were dragging out the dead and wounded my original \$11.50 had increased to \$3,100; oh, yes, and 10 cents. I just naturally beat it while the death was good. And—and—there's the car and here's the money. I'm off for home down in Jacksonville."

OX IS COMING BACK

Slings Used by Blacksmiths Twenty Years Ago Make Reappearance.

The ox as a beast of burden is coming into his own again in the farming communities of Maine and the ox sling, an apparatus used by blacksmiths in shoeing the animals, long ago thrown into the discard, is in use again.

The sling consists of a rude frame of timber into which the animal is fastened by a pillory. Straps are then drawn under the body, the ends being made fast to upper timbers of the frame.

In blacksmith shops twenty years ago the slings were common.

Oxen are less expensive to feed than horses and are equally as useful on small farms, and the rising value of feed is having much to do with the come-back of the ox as a work animal.

Took Town's Shoes.

Any old shoes today? New footwear for the whole town dropped out of a speeding automobile passing through Litchfield, Ill. Freight car thieves, police believe.

MADE OCEAN SAFE FOR TRANSPORTS

Navy's Method of Guarding Against Submarines.

DEPTH BOMB BEST WEAPON

Cargo Carriers as Well as Troop Ships, Crossing in Convoys, Guarded by Destroyers—When U-Boat Was Sighted a Rabbit Hunt Ensued—Both Guns and Depth Bombs Brought into Play, While Convoy Zigzagged.

Few Americans knew, during the months of dodging submarines, the navy's method of guarding against enemy submarines. Only now can they be enlightened. The accompanying diagrams explain it.

Because of the destroyer's speed, sharp bow and depth bombs, the submarines were in constant dread of these sea cats. To hit a U-boat square would mean to drive through her.

The most effective weapon against the submarine proved to be the depth charge, invented before America entered the war. A submarine's greatest reliance for defense is submergence. When it did submerge the destroyer dropped depth bombs as near the target as could be calculated.

An "ash can" (depth bomb) is a steel cylinder 18 inches in diameter and 28 inches long, and containing 800 pounds of TNT. It has a device for automatically exploding the charge at predetermined depth.

Guns and Depth Bombs.

When a destroyer reached a position where the submarine was estimated to be, the "Y" guns would be brought into play to fire depth charges. The first charge would be dropped from the stern. Then the destroyer sped ahead fifty yards, firing from the "Y" guns and thus throwing a charge on each side for about 30 yards. Four charges were usually dropped in a few seconds in this manner around the submarine's supposed position, as shown in the lower diagram. If the estimate of position was correct the submarine was at least badly damaged. If she was in the center of the pattern of depth charges she was sent down for good.

After the initial four charges the destroyer put her rudder over and started turning in a spiral curve, dropping charges now and then, as also shown in the lower diagram. If other destroyers were seen coming up, the first destroyer dropped a marker buoy to guide the others. Always the craft were prodigal with their charges. But the result was seldom certain. Submarines could eject oil to lead the attackers into believing the U-boat had been sunk.

The upper diagram shows the difficulty found by a submarine that desired to attack a ship in convoy. The speed of a submerged submarine—that is the torpedo firing position—was unlikely to equal the speed of the convoy, so that the submarine could not hope to overtake a convoy or fire successfully from astern. It had to approach submerged and nearly ahead.

The U-boat's most successful firing position was 600 yards on the bow of the target. Reaching that position, however, she was likely to find near by one or more destroyers, making it necessary to poke her periscope up often, with attendant peril.

The upper diagram shows a destroyer five miles ahead of the convoy, with an observation balloon in tow. Every group of destroyers escorting transports had a balloon boat.

There were numerous other methods by which destroyers cordoned around convoys, forming practically impregnable barriers.

Zigzagging on Signal.

There were several standard methods of slipping away from submarines by zigzagging. Theoretically, and almost always in actual practice, the troopships proceeded in a straight frontal line. By doing this the transports afforded a minimum of target. A torpedo missing one of the line, probably would miss them all, whereas if the vessels were in row, one behind another, not only might a torpedo catch one after missing a preceding ship, but from the same position the submarine could launch successive missiles at the parading troopships, taking a crack perhaps at the leader, another at the third or fourth member, and a final blow at the last in the row.

Zigzagging was in accordance with code diagrams and with code instructions. At given signals the commanding destroyer, going ahead at top speed and leaving the destroyers to fight it out with the submarines, would swing into varying degrees of zigzag.

The fleet commander would signal by wireless and by light-flash the plan of zigzag to be pursued. The transports in unison would swing a certain number of degrees and then, at a given interval, as prearranged, swing into another slant of a predetermined degree. A number of these swings would follow, all troopships acting together. Sometimes in the course of an attack the fleet commander would order two or three systems of zigzag in quick succession. The troopships complied instantly and harmoniously, because each held a code chart indicating the degrees and directions to be taken and at what intervals the changes of course were to be made. The attack over they would, at the fleet commander's signal, fall back into the line again.

NOTICE

Beginning Monday, May 5

WE WILL MAKE

TWO DELIVERIES

EACH DAY

We will receive orders each morning until 8 o'clock for morning delivery and until 3 o'clock each afternoon for afternoon delivery.

Sparks Meat Co.

Blackburns MEAT MARKET

"THE FALL OF BARBARY COAST."

Stirring Drama Comes to the Auditorium Theatre. Rev. Paul Smith's Production to be Seen for One Day Only.

Real people in real life is the keynote of "The Fall of Barbary Coast," the sensational film drama.

Grace Marbury Sanderson's remarkable motion picture drama has been booked for one day only at the Auditorium Theatre, Saturday, May 3rd.

Recalling the vice crusade carried on in San Francisco by the Rev. Paul Smith this powerful picture serves to bring home to those who see it the thought of a thorough and relentless cleanup.

A tender love story runs through this feature, and above all else it is human, convincing and gripping in its realism.

There is not a false note in it from start to finish. It is a succession of heart throbs, thrills and tense realism. Crane Wilbur as the fighting minister does magnificent work.

Miss Sanderson, the authoress will personally appear at every performance. She has traveled all over the United States with this record-breaking much talked about picture, playing to "standing room only" wherever shown.

Air Insurance is Profitable.

It was officially stated to a questioner in the British house of commons that the excess of premiums over payments under the government aircraft insurance scheme which provided payment of damages through loss from air raids, amounts to more than \$50,000,000.

SEVEN OF THE VICTORY LOAN'S 77 REASONS

Billions are needed to take millions of Americans out of khaki!

The official estimated expense of maintaining America's army till demobilization is complete is \$2,354,317,000.

Of the 3,700,000 fighters called to the colors before the signing of the armistice, 2,002,175 were on overseas duty. Up to the middle of March less than 500,000 were back from the battlefields.

The cost of getting Pershing's conquerors and the men who performed valiant service on this side back into civil life will total at least \$1,934,043,250.

That \$60 bonus to honorably discharged men adds \$225,000,000 to the demobilization bill.

Then come transportation costs abroad and at home. These include the item of \$700,000,000 for America's superb transportation system in France. Water and rail cost estimates for travel oscillate at the \$500,000,000 mark.

Millions also are due for the supplies, equipment and munitions that by ending the war suddenly saved at least 100,000 priceless American lives!

TO TELEPHONE USERS

The following is a copy of an announcement which was enclosed with all May 1st Bills for telephone service:

No business institution can continue to operate indefinitely if its revenues are inadequate to meet operating expenses. This is precisely the situation that confronts the telephone business today, a condition brought about by increased material costs and increased living costs of employees, necessitating substantial wage increases, and very large increases in taxes, which has affected the telephone industry the same as it has every other industry.

In the last three years commodity costs have advanced an average of 112 per cent. The average cost of wire, cables, poles and all other materials has increased proportionately. Freight charges have advanced to a point where they add materially to maintenance and construction costs. Meanwhile, telephone rates have remained practically stationary.

In order, therefore, to secure revenue sufficient to cover the cost of rendering telephone service, it has been necessary to make changes in some of the rates charged for service. These rates are authorized and approved by the Postmaster-General.

Under the revision, effective May 1, 1919, the class of service which you are now receiving is billed in accordance with the enclosed statement. If you desire information with respect to rates on other classes of service it will be gladly furnished upon request, and if you desire any other class of service proper adjustment will be made upon your application.

It is hoped that you will continue the same helpful co-operation you have rendered in the past to the end that a reliable and satisfactory service may be rendered you.

This Company is operating its telephone property under the direction of the Postmaster-General for the United States Government and all of the revenues belong to the government, and it must secure sufficient revenue to cover the cost of rendering the service.

The Mountain States Telephone and Telegraph Company

Natural Enemies

PERFECT FITTING SCREENS

SCREEN DOORS and FLIES

The FLY is the most dangerous "Animal" on Earth. Wherever he crawls he leaves "The Seeds of Death."

It is only within the last twelve years that the dangerous character of the Fly has been known, and only within the last four years that the people have begun to wake up to this danger.

SCREEN EVERY DOOR AND WINDOW IN YOUR HOME

One Fly can carry 6,600,000 bacteria. Over 60 per cent of all children's deaths in 1916 were traced to the Fly; Infantile Paralysis included.

We Carry a Complete Stock of All Sizes in **SCREEN DOORS**

and all widths of screen. Screen every opening in the House. It's a duty and protection you owe to your Family.

Nibley Channel Lumber Co.
J. J. BRANDT, Local Mgr. Phone 133