

## Revelations of the Kaiser's Personal Spy

By Dr. Armgard Karl Graves

Who, for a Number of Years Prior to His Arrest and Betrayal in England in 1912, was Emperor William's Most Trusted Personal Spy.

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### German War Machine the Most Elaborate Ever Devised by Man.

(This article on the German war machine was written by Dr. Graves several weeks before Germany's declaration of war upon Russia precipitated the European war. In reading the article it would be well to keep this fact in mind.)

The numerical strength, disposition and efficiency of the German army are more or less well known. The brain, and all-prevailing power controlling a fighting force of 4,500,000 men is, however, not known. Here for the first time is published an account of the inside workings of the German war machine so far as it is possible for any one man to give them. Through my intimate connections with the German and other secret service systems, through constant contact with prominent army and navy officers, I have enjoyed special facilities, of which I have availed myself to the full to gain the inside knowledge which I here commit to paper.

#### The Fighting Force.

The most elaborate system ever devised by the ingenuity of man, used not only for war and destruction, but as an intelligence clearing house for the whole of the empire, is the German war machine. Conceived by General Stein in the days of the Napoleonic wars, added to and elaborated by successive administrations, solely under the control of the ruling house, its efficiency and perfect and smooth working are due to the total absence of political machinations or preferences.

Brains, ability and thorough scientific knowledge are the only passports for entrance in the Grosser General Staff, the general staff of the German empire. You will find blooded young officers and gray-haired generals past active efficiency, experts ranking from an ordinary mechanic to the highest engineering expert, all working harmoniously together with one end in view, the acme of efficiency. Controlled and directed by the war lord in person through the chief des Grossen General Staff—at present General Field Marshal von Heeringer—this immense machine, the pulsing brain of a fighting force of 4,500,000 men, is composed of from 180 to 200 officials.

At the peace of Tilsit, after the crushing defeat of the Prussian armies at Prussian Eylau and Friedland, Bonaparte had Prussia and the whole of central Europe at his mercy. Contrary to the advice of his generals, especially the succinct advice of his often unheeded mentor, Talleyrand, completely to disintegrate Prussia, Napoleon, through his fondness for pretty women, let himself be tricked by Louise of Prussia.

The interesting historical story of this incident may be apropos here, showing how the world's history can be changed by a kiss. At the peace conference in Tilsit Napoleon, on the verge of disintegrating Prussia, met the beautiful Queen Louise of Prussia. Through her pleadings and the imprint of a kiss on her classic arm, Bonaparte granted Prussia the right to maintain a standing army of 12,000 men. That in itself did not mean much, but it gave able and shrewd Prussian patriots the opportunity to circumvent and hoodwink Bonaparte's policy.

**Beginnings of German Army.** Prussia has always been fortunate in producing able men at the most needed moment. A man arose with a gift for military organization. He had every province, district, town and village in Prussia carefully scheduled and the able-bodied men thereof put on record. He selected the 12,000 men permitted Prussia under the Napoleonic decree and drilled them. No sooner were these men drilled than they were dismissed and another 12,000 called in. From this point dates modern conscription—the father of which was General Stein—and this also inaugurated the birth of the war machine. In three years Prussia had 180,000 well-drilled men and 120,000 reserves, quite a different proposition from the 12,000 men Napoleon thought he had to face on his retreat from Moscow, and which played a decisive factor in the overthrow of the dictator of Europe.

Through the wars of 1864 and 1866 to 1870, the Franco-Prussian war, the war machine of Prussia was merged into that of the German empire and is a record of increasing efforts, entailing unbelievable hard work and a compilation of the minutest details. The modern system of organization—especially the mobilization schedules—is the work of Helmut von Moltke, the "Grosse Schweiger," the Great Silent One, the strategist of the campaign of 1871.

#### Its Present Head.

It is curious that there is a great similarity between the late Moltke and Heeringer. They have the same aquiline features, tall, thin, dried-up body, the same taciturn disposition, even the same hobbies—Moltke being an incessant chess player, Heeringer using every one of his spare moments to play with lead soldiers. He is reputed to have an army of 30,000 lead soldiers with which he plays the moment he opens his eyes—much in the same manner as Moltke, who used to request his chessboard the first thing in the morning. In military circles Heeringer is looked upon with the same respect and accredited with quite as much strategic knowledge as Moltke was.

It is a significant fact that, whenever there has been any tension in Europe, especially between Germany and France, General von Heeringer or

his comrade in arms, General von Hosen-Haessler—also a great strategist and an iron disciplinarian—immediately has taken command of Metz, the most important base and military post in the emperor's domain.

There is no man alive who knows one-half as much about the strategic position of Metz and the surrounding country as General von Heeringer. Often on stormy, bitter cold winter nights, sentries on outposts stationed at and guarding the approaches of Metz have been started to find a gaunt, limping figure, covered by a gray army greatcoat with no distinguishing marks, stalking along. Accompanied by orderlies carrying camp stools and table, night glasses and electric torches, halting repeatedly, his men taking down in writing the short, croaking sentences escaping between the thin, compressed lips, the "Geist of Metz" has prowled round, measuring every foot of ground fifty miles east, west, north and south of his beloved Metz.

The visible head of this vast organization is called Der Grosse General Staff, with headquarters in Berlin. Each army corps has a "Kleine General Staff," which sends its most able officers to Berlin. These officers, in conjunction with the most able scientists, engineers and architects the empire can produce, compose the great general staff. The virtual head is the German emperor. The actual executive is called "Chef des Grossen General Staffs."

#### The Maker of War.

There is a small, dingy, unpretentious room in the General Staffs Gebäude where, at moments of stress and tension or international complications, assemble five men—his majesty, at the head of the table; to the right the chief des Grossen General Staffs; to the left his minister of war; then the minister of railways and the chief of the naval staff. You will notice the total absence of the ministers of finance and diplomacy. When these five men meet the influence of diplomatic and financial affairs has ceased. They are there to act. The scratching of the emperor's pen in that room means war, the setting in motion of a fighting force of 4,500,000 men.

In order to give the reader a fairly correct view of this mighty organization I have to explain each group separately. The whole system rests on the question of mobilization, meaning the ability to arm, transport, clothe and feed a fighting force of 4,500,000 men in the shortest possible time at any given point in either eastern or western Europe. For let it be clearly understood that the main point of the training of the German armies is the readiness to launch the entire fighting force like a thunderbolt to any given point of the compass. Germany knows through past experience the advantage and necessity of conducting war in an enemy's country. The German army is built for aggression. There are four main groups:

1. Organization.
2. Transportation.
3. Victualization.
4. Intelligence.

Each of these groups is, of course, subdivided into numerous branches, which we shall go into under each individual head.

**First comes organization.** The German army is composed of three distinct parts—the standing army, the reserves and Landwehr, or militia. The standing army comprises 790,000 officers and men. This body of men is ready at an instant. It is the reserve who need an elaborate system of mobilization. The reserves are divided into two classes, first and second reserves. So is the Landwehr, having two levies—the first and second Aufgebot.

Every able-bodied man on reaching the age of twenty-one may be called upon to serve the colors. One in five only is taken, as there is more material than the country needs—the fifth being selected for one of five branches—infantry, cavalry, artillery, Genie corps or the navy. The time of service in the infantry is two years; in the cavalry three, in the artillery three, in the Genie corps two, and in the navy three.

The real backbone and stiffening of the German army and navy are the noncommissioned officers recruited from the rank and file. In fact, this body of men is the mainstay of the throne in the German empire, especially of Prussia. These men, after about twelve years of service in an army where discipline, obedience and efficiency are the first and last word, are then drafted into all the minor administrative offices of the state, such as minor railway, post, excise, municipal and police. The reader will see the significance of this when it is pointed out that not only the empire but the war machine has these well-trained men at its beck and call. The same thing applies to the drafting of officers to most of the higher and highest administrative positions in the state.

There are twenty-five army corps, all placed in strategic positions.

The control of the army in peace or in war lies with the emperor. He is the sole arbiter and head. No political or social body of men has any control in army matters. No political jealousies would be permitted. Obedience and efficiency are demanded. Mutual jealousies and political tricks such as we have seen in the Russian campaign in the East are impossible in the German system, for the emperor would break instantly—in fact, has done so—any general guilty of even the faintest indication of such an offense. And there is no appeal to a congress, a chamber of deputies or po-

litical organ against the emperor's decision.

#### The War Chest.

Last but not least under the heading of organization comes the financial aspect. Out of the five milliards of francs, the war indemnity paid by France to Germany in 1871, 200,000,000 marks in gold coins, mostly French, were put away as the nucleus of a ready war chest. In a little medieval-looking watch tower, the Julius Thurm near Spandau, lies this ever-increasing driving force of the mightiest war engine the world has ever seen.

It is ever increasing, for quietly and unobtrusively 6,000,000 marks in newly minted gold coins are taken year by year and added to the store.

This money is under the sole control of the military authorities. It has often been declared a myth. I know it to be a fact. Notwithstanding the financial straits Germany has gone through at times, or may go through, this money will never be touched. It is there for one purpose only and that purpose is war.

**Almost Perfect Transportation Facilities.**

One of the most important parts of the organization is the question of transportation. Napoleon's central European war was owed their success in a great measure, if not wholly, to his quickness of motion. This applies about tenfold in modern warfare. In actual armament the leading powers of Europe are practically on a par. The personnel, as regards personal courage, stamina, or whatever you wish to call it, is fairly equal also.

There is little difference in the individual prowess of French, Russian, English and German soldiers. This is well known to military experts. The difference is mainly a question of discipline, technique and preparedness, the main factor being, as indicated, the ability to throw the greater number of troops in the shortest possible time against the enemy at any given point, without exhausting man and beast unnecessarily and enervating the country to be traversed. It is therefore necessary to have numerous arteries of traffic at disposal. This will lead us later to the question of victualization, Germany following closely one of Moltke's axioms: "March separately, but fight conjointly."

Only in a country where all roads, highways and waterways, and where post and telegraph are owned and controlled by the state is it possible to evolve and perfect a system of transportation such as is at the disposal of the German general staff. Every mile of German railways, especially the ones built within the last



A Gaunt, Limping Figure, Covered by a Gray Army Greatcoat, With No Distinguishing Marks, Stalking Along.

twenty years, has been constructed mainly for strategic reasons. Ninety per cent of all the railway officials are ex-soldiers. Five minutes after the signing of the mobilization orders by the emperor the whole of the railway system is under direct military control. Specially trained transportation and railway experts on the general staff take over the direction of affairs.

**Operate Railways From One Room.** The same applies to the waterways and highroads of the empire. A keen observer will wonder at the broadness, solidness and excellent state of repair of the chaussees and country roads, out of all proportion to the little traffic passing along. They are simply strategic arteries kept up by the state for military purposes. The heads of the transportation and railway corps in Berlin sit before huge glass-covered tables where the whole of the German railway system to its minutest detail is shown in relief, and by pressing various single buttons they can conduct an endless chain of trains to any given point of the empire.

To show the accurate workings of this system I shall relate an incident. During the Kaiser's maneuvers in West Prussia a few years ago I happened to be at headquarters in Berlin delivering some plans and records of the English Midland Railway system, when a general staff officer entered the signal hall and made inquiries as to the whereabouts of a certain train having a regiment on board destined to a certain part of the maneuver field. One of the operators, through the simple manipulation of some ivory keys in the short space of 2 1/2 minutes (as I was keenly interested I timed it) could show the exact spot of the train between two stations, the train being over 500 kilometers distant from Berlin.

As every class A1 vessel in the merchant marine of Germany, especially the passenger boats of the big steamship lines, can be pressed into govern-

ment service, so can all motor vehicles, taxis and trucks owned either privately or by corporations be called upon if considered necessary.

Through this vast and far-reaching system of transportation Germany is enabled to throw a million fully equipped men on to either of her frontiers within 48 hours. She can double this host in 60 hours more.

#### Victualization.

Napoleon's dictum that an army marches on its stomach is as true today as it was then, adequate provisions for man and beast being the most important factor in military science. The economic feeding of three-quarters of a million men in peace time is work enough. It becomes a serious problem in the event of war, especially in a country like Germany, which is somewhat dependent on outside sources for the feeding of her millions.

The authorities, quite aware of a possible blocking and consequent stoppage of imports, have made preparations with their usual thorough German completeness. At any given time there is sufficient foodstuff for man and beast stored in state storehouses and the large private concerns to feed the entire German army for twelve months. This might seem inadequate, but it is not, the authorities being well aware that war in Europe at the present time could not and would not last longer than such a period.

Once a year these storehouses are overhauled and perishable or deteriorating provisions replaced. Tens of thousands of tons of foodstuffs, especially fodder, are sold far below their usual market value to the poorer classes, notably farmers. Likewise the material used by the army is as far as possible supplied by the farmer direct.

#### Intelligence.

Without doubt the most important division of the general staff and upon whose information and efforts the whole machine hinges, is the intelligence department, really covering many different fields—for instance, general science, especially strategy, topography, ballistics, but mainly the procuring of information, data, plans, maps, etc., kept more or less secret by other powers. In this division the brightest young officers and general officials are found. The training and knowledge required of the men in this service are exacting to a degree. It requires in most cases the undivided attention—often a life study—to a single subject.

It has been the unwavering policy of the Prussian military authorities to know as much of the rest of the European countries as they know of their own. In the war of 1870-71, German

everything in that particular locality. Through the far-reaching system of espionage, the latest and most up-to-date information is always forthcoming, and time and again I myself, often returning from a mission like one of the naval base in Scotland, have sat by the hour verbally amplifying my previous reports.

A part of the intelligence system is the personality squad, whose duty it is to acquaint themselves with the personality of every army and navy officer of the leading powers.

#### Aerial Weapons.

Within the last few years an entirely new, and according to German ideas, most important factor has entered and seriously disturbed the relative military power of European nations. This is the aerial weapon.

Since the days of Otto Lillenthal and his glider, it has been the policy of Germany to keep track of all inventions likely to be embodied and made use of in the war machine. It is a far cry from Lillenthal's glider to the last word in aerial construction such as the mysterious Zeppelin-Parasol sky monster that, carrying a complement of twenty-five men and twelve tons of explosives, sailed across the North Sea, circled over London, and returned to Germany.

It is my purpose here to tell you how far Germany has advanced and progressed in this struggle for mastery of the sky. I shall discuss facts about her system that have never been heard in conversation. They are known only to the general staff at Berlin, not even in the cabinets of Europe.

#### Secret Aerial Strength.

Germany without doubt has the most up-to-date aerial fleet in the world. The budget of the reichstag of 1908-1909 allowed and provided for the building and maintenance of twelve dirigibles of the Zeppelin type. So far as the knowledge of the rest of the world is concerned this is all the sky navy that Germany possesses. It is a fact, though, that she has three times the number that she officially acknowledges.

The dirigible-balloon centers in Germany are five, and they are situated at vital strategic points. There are two on the French border, one on the Russian border, one on the Atlantic coast, and a central station near Berlin. The exact places are Strassburg, Frankfurt on the Main, Posen, Wilhelmshafen and Berlin. This does not include the marvelous station at Helgoland in the North Sea, this being a strategic point in relation to Great Britain. Nothing is known about this Helgoland station. None but those on official business are permitted within a thousand yards of it. I shall tell things concerning it.

Besides these purely military posts there are a number of commercial stations necessary as depots of the regular transportation aerial lines that operate for the convenience of the public. Like Germany's commercial steamers, however, they are controlled and subsidized by the government. At a few hours' notice they can be converted and made use of for government purposes. Taking these transportation lines into consideration, it is safe to state that by now Germany could send fifty huge airships to war.

#### Revolutionizing Discoveries.

It may be a puzzle to Americans why in the face of disaster and accolades to these Zeppelins Germany is spending about \$4,000,000 on her aerial fleet. Now we come to a very significant point. I know, and certain members of the German general staff know as well as trusted men in the aerial corps, that there are two conditions under which airships are operated in Germany. One is the ordinary more or less well-known system which characterizes the operation of all the passenger lines now in service in the empire. It is the system under which all the disasters that appear in the newspapers occur. Airships that are used in the general army flights and maneuvers are also run under the same system as the passenger dirigibles—for a reason.

The other system is an absolute secret of the German general staff. It is not used in the general maneuvers, only in specific cases, and these always secretly. It has been proved to be effective in eliminating 75 per cent of the accidents which have characterized all of Germany's adventures in dirigibles and heavier-than-air machines. These statistics are known only among the German general staff officers.

Critics of the German dirigible who rate the French aeroplane superior point out that the Zeppelins have three serious defects—bulk and heaviness of structure, inflammability of the lifting power—the gas that floats them—and insufficiency of fuel carriage. In other words, they cannot ship enough gas to stay in air a desirable length of time without coming down. The secret devices of the German war office have eliminated all these objectionable features. They have overcome the condition of bulk and heaviness of structure by their government chemists devising the formula of a material that is lighter than aluminum, yet which possesses all of that metal's density and which has also the flexibility of steel. Airships not among the twelve that Germany officially admits are made of this material. Its formula is a government secret and England or France would give thousands of dollars to possess it.

The objection of inflammability of the lifting power has also been overcome. The power of the ordinary hydrogen gas in all its various forms has been multiplied threefold by a new gas discovered at the Spandau government chemical laboratory. This gas has also the enormous advantage of being absolutely unflammable.

Let me show you how the German aerial corps is made up. It is called the Luftschiffer Abteilung and is composed of ten battalions, each consisting of 350 men. They are all absolutely trained for this branch of the service. Only the smartest mechanics and artificers are selected. In the higher positions the most intelligent and bravest officers hold command.

The wonderful system of the German war machine has been installed with rare detail in the aerial corps. The equipment of the different sta-

tions is really marvelous, for everything human ingenuity has been able to devise concerning the dirigible you will find in application. Each station is fully equipped and is an absolutely independent center in itself. Take the base at Helgoland. It is the newest and the one that is always cloaked with secrecy.

#### Guarding the Dirigibles.

At the extreme eastern corner of the island of Helgoland one sees, amid the sandy dunes, three vast oblong iron-gray structures. At a distance they are not unlike overgrown gasometers. I say at a distance, for it is impossible for any visitor to get within a thousand yards of the station. The solitary approach is guarded by a triple post of the marine guard. If you walk toward the station, before you come within a hundred yards of the guard, you will find large signs setting forth in unmistakable and terse language that dire and swift penalties follow any further exploration in that direction. Not only English but German visitors to Helgoland have found out that even the slightest infringement of the rules of these signs is dangerous. I shall, however, take you a little closer.

Walking on until you are within fifty yards of the great balloon sheds, you pause before a tall fence of barbed wire, this connected with an elaborate alarm bell system that sounds in the two guard houses. For instance, if an enterprising secret agent of France were to try and steal up on the station, if he came by night and cut through the barbed wire, a series of bells would immediately sound the general alarm.

Having passed through the six strands of barbed wire a tall octagonal tower meets the eye. In this tower are installed two powerful searchlights as well as a complete wireless outfit. All the Zeppelins carry wireless. By means of elaborate reflectors it is possible with the searchlights to flood the whole place with daylight in the middle of night. Thus ascensions can be made safely at any hour of the twenty-four.

The three oblong sheds stand in a row, the middle being the largest, having spaces for two complete dirigibles, while the other sheds house but one each. They are about 800 feet long, 200 feet broad and 120 feet high. The whole structure itself can be shifted to about an angle of forty degrees, this being worked on a plan similar to the railroad engine turntable. The reason for it is that with the veering of the wind the sheds are turned so that the doors will be placed advantageously for the removal of the airship.

The whole layout and the vast area of space show that it is the government's intention still further to increase the plant. In fact, on my last visit to Helgoland—and it was nearly three years ago—I saw the evidence of another shed about to be built. At the station is the most efficient meteorological department of all the stations. The most sensitive and up-to-date instruments connected with this science are there in duplicate and the highest experts Germany can produce are in charge of the department.

Helgoland has long been a sore spot of British diplomacy. Seized from Denmark in 1807, it was formally ceded to England in 1814; now it is a menace to her. While Lord Salisbury was prime minister of England he conceived what he believed to be a shrewd diplomatic move. He offered Bismarck Helgoland in exchange for some East African concessions, and it became a German possession in 1890. Helgoland is now the key and guard of Germany's main artery of commerce, being the key to Hamburg. With the dirigible station of Helgoland to guard her, Hamburg is considered impregnable.

Let us consider one of these new war monsters, the latest and most powerful, the X 15. The latest Zeppelin, charged with the newly discovered dioxigenous gas, giving these sky battleships triple lifting capacity; the perfecting of the Diesel motor, giving enormous horsepower per person; age with light fuel consumption (fifty of these Diesel engines, their workings secret to the German government, are stored under guard at the big navy yards at Wilhelmshafen and Kiel, ready to be installed at the break of war in submarines and dirigibles), have given the Germans type of aircraft an importance undreamed of and unsuspected by the rest of the world.

#### Guns on the Zeppelins.

The operating sphere of the new balloons has extended from 100 to 1,400 kilometers. Secret trial trips of a fully equipped Zeppelin like X 15, carrying a crew of 24 men, six quick-firing guns, seven tons of explosives, have extended from Stettin, over the Baltic, over the Swedish coast, re-crossing the Baltic and landing at Swinemunde, with enough gas, fuel and provisions left to keep aloft another 36 hours. The distance all told covered on one of these trips was 1,180 kilometers. This fact speaks for itself. The return distance from Helgoland to London, or any midland towns in England, corresponds to the mileage covered on recent trips.

Picture the havoc a dozen such vehicles could create attacking a city like London or Paris. In attacks large places the Zeppelins would rise to a height of from 6,000 to 8,000 feet, at which distance these huge cigar-shaped engines of death, 700 feet long, would appear the size of a football, and no bigger. I know that Zeppelins have successfully sailed aloft at an altitude of 10,000 feet. Picture them at that elevation, everybody aboard in warm, comfortable quarters, ready to drop explosives to the ground.

The X 15, sailing over London or Paris, could drop explosives down and create terrible havoc. They don't have to aim. They simply dump overboard some of the new explosive of the German government, this new chemical having the property of setting on fire anything that it hits, and they sail on. Aeroplanes, biplanes, monoplane and the other innumerable host of small craft so often quoted as a possible counter-defense against the Zeppelin are overrated, according to the German military authorities. And the base this belief on vast and exhaustive trials in these matters.

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possesses these qualities, and speedily restores to the bowels their natural peristaltic motion, so essential to regularity.

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**LAUGHTER WILL COME BACK**

World is Not Always to Stagger Under the Overwhelming Desolation of the War.

Some people wonder why theaters are running during the awful world tragedy which is being enacted in Europe. The reason why they ought to run is well stated by John Palmer in the Saturday Review:

"Let the theater still exist to remind us that the war will pass; that laughter will come back to the world; that art will one day be restored; that we shall not always stand at the edge of ruin; that it is not necessary to dwell forever with grave faces, self-consciously in the shadow of distress. Thereby we shall help to keep our country in sane mind and good heart in these coming days and destroy in its cradle the infant assumption of our entertainers that one theme alone is able at this time to possess us."

"This war will never, so long as it lasts, be in a less degree the commanding fact of our lives. But we need not, therefore, act like stunned creatures and play continually with one fixed idea. We have to keep our sense of proportion. We must hold on to our humor and keep it bright; and the theater is going to continue, must help us in this."

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"Yes, indeed. She plays the mischief with a fellow!"—Judge.

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