



THE ARMY and THE NAVY

Communications will be answered promptly. Interesting news each week.

AMERICA

They said you were young and crude and extravagant,
And that your women were too free and open;
That your children had no respect for age,
And that you gave no thought, to the past.
They said you had no artistic sense,
And accused you of setting up an altar
To the Almighty Dollar * * * O America!
And they smiled when your name was mentioned.

But yesterday
There marched an army down the street,
An army of brave-eyed men with boyish mouths,
Straight backed and proud in their new-found mission—
The saving of the world!
And yesterday * * * somewhere * * * at sea
A white face floated
With empty eyes upturned to an unseeing sky,
And yesterday * * * in a barren field * * * a
mere boy fell from his perilous work on high—
While great ships heavy with substance
Ploughed stolidly thru the deep * * *
O America:
You are the hope of the world today!
—GRACE C. BOSTWICK, in the Pagan.

180 KINDS OF FOOD ON BIG U. S. TRANSPORT

Thousands of Soldiers, Hungry as Wolves (at times), Served Without Confusion.

The committee on public information issues the following:

Two hundred and ten thousand meals were served on a United States transport on a recent voyage. One hundred and eighty varieties of food were used in making up the menus, and this ship carried 750,000 pounds—3,750 tons—of food.

An account of how the soldiers are fed is given in the ship's daily newspaper. The vessel has its own journal, printed aboard, containing the news of the day received by wireless thru the "Navy Press," which keeps the men on the seas in touch with the events of the outside world. The ship's reporter, describing how "the almost unending lines of khaki file by for their meals," says:

Thousands Fed in Short Time.
"In spaces no larger than a private dining room at Sherry's they come by, thousands upon thousands, and yet in such perfect order that in less than 80 minutes the last man has been served.

"The khaki line seems limitless. It must seem longer than that to those in the rear. But the coffee in the big pots remains hot, the stew continues to steam, and in less than seven seconds each man has an equipment replete with food. It only takes two details to accomplish this miracle—perfect system and vast quantities of things that one can eat. That's about all it takes.

"Flour, potatoes and beef are the big three that rule the realm below, yet there are 159,000 pounds of fresh vegetables waiting to be absorbed, providing the sea doesn't get too rough.

Arrange Their Own Menus.
"After receiving their food the men arrange their own menus. For example, one takes gravy on his rice and jam on his bread. The next takes gravy on his bread and jam on his rice, using the combination to produce a crimson-tinted mixture of startling effect. American ingenuity

is hard to stop.
"Outside of providing 210,000 meals at sea the mess officer of the ship has very little to do. Very little.

"He is only called upon to provide, by the regulations, 180 different varieties of food. That's all. Ever try to order 180 different things to eat? Yet this is the authentic list.

Over 7,000 Loaves Baked in a Day.
"The food needed to feed several thousand men at sea ranges beyond the glutton's dream. You get the answer in the ship down below the water line where 7,290 loaves of bread have been baked in one day, and eaten, and where you stumble over every variety from 60,000 pounds of beef to 132,000 eggs, or a compartment of brick ice cream in a 10 degree above zero vault.

"And if this doesn't suit you, you can bump along into 49,324 pounds of potatoes, 7,100 pounds of ham and bacon, 7,800 pounds of butter, 9,200 pounds of sugar and 61,500 pounds of flour.

"If you can't get a meal out of this you can still fall back on 4,600 pounds of sausage, 3,400 pounds of sauerkraut, 26,000 pounds of apples, 19,800 pounds of oranges and 4,200 pounds of onions.

"And this leaves out 1,600 pounds of jam and 9,400 pounds of lima and navy beans.

Immense Appetites—at Times.
"The sea brings on an appetite—at times. So does wearing khaki. The combination develops a cyclone. Yet this ship not only yields many thousands of meals a day, but will deposit 100,000 pounds of food at its next port. No wonder Mr. Hoover wanted all food conserved. He must have thought of these men in khaki waiting their turn, one thousand upon another thousand thru a space 69 by 40 feet, each man armed with a mess equipment in either fist, ready to go over the top and break the bread line. Breaking the bread line is the proper phrase. On this trip alone they will consume 75,000 loaves and use up 2,000 loaves more for sandwiches when they leave the ship.

All Done Systematically.
"There is no vast space for all this—but perfect organization, four clean kitchens, and a mess force of 138 men turn the trick without a tangle. From potatoes to pies, from ice cream to sauerkraut, from grapefruit to

onions, from jam to sardines, the allotment is drawn from its shadowed hiding place below where the removal of several pounds hardly leaves a dent. And handling 180 varieties of food in quantities that range from 800 pounds to 79 tons speaks almost for itself.

"Just how many calories 750,000 pounds of food contain you can figure for yourself on the next rainy afternoon."

SUCCESSFUL "ROUND-UP" ON RECRUITING TRIP

Sergeant Tramel, of the Alliance recruiting station, visited a number of the cities and towns in the surrounding country last week and was successful in recruiting quite a number of good men for the army. He visited Rushville, Chadron and Crawford and from each place was well repaid for his trouble.

Rushville turned out six men for the regular army, who volunteered their services for the period of the war.

While in Rushville Sergeant Tramel took a fifty-two mile overland trip to the Indian reservation at Pine Ridge, South Dakota, to enlist George H. Craven, an Indian. He was awakened at midnight and removing the rest of his scanty wearing apparel and was examined and passed almost without a flaw. George is the champion pistol and rifle shot of the Indian tribe. He left a wife and seven children and his father will give the family \$60 a month as long as he is in the army, so that he could go and fight for his country. His wife and family will receive \$50 per month from the government. He was forwarded to Fort Logan, Colo., for enlistment in the field artillery of the regular army.

Six men turned out at Chadron for the regular army and they all enlisted in the medical department. Frank C. Sturdevant, one of the six enlisted, has a brother-in-law who is a captain in the medical department at Fort Riley, Kansas. The mayor of Crawford, who is a friend of the commanding officer at Fort Logan, Colo., has written a letter requesting that these men be assigned to the captain's company at Fort Riley. The whole town turned out to see the boys off, cheering them as they left, saying "Good-bye! Good luck! Get the Kaiser!" Crawford turned out three men for the regular army.

The following is a list of men forwarded to the recruiting depot at Fort Logan, Colo., from the Alliance recruiting station for the week ending June 22:

Ernest A. Markwalder, Menton, France, F. S. white infantry, regular army.

William Davis, Columbus, Ohio, F. S. white infantry, regular army.

Ulrich H. Schostag, Nanty-Glo, Pa., F. S. white infantry, regular army.

Anson S. DeCoursey, Erie, Pa., F. S. white infantry, regular army.

Joseph F. Beloyed, Omaha, F. S. white infantry, regular army.

Philip G'bbons, Enid, Okla., F. S. white infantry, regular army.

Peter F. Dubinger, McKees Rocks, Pa., F. S. white infantry, regular army.

Ezra B. Sandlin, Huntsville, Ala., F. S. white infantry, regular army.

Gerald F. Cooper, Rushville, M. S. white field artillery.

George H. Craven, Allen, S. D., M. S. white field artillery.

Carl F. Enteman, Rushville, M. S. white artillery.

Anthony J. Kobiella, Antioch, F. S. white coast artillery.

Charles D. Hall, Glendo, Wyo., F. S. white coast artillery.

Edward W. McKelbey, Seneca, F. S. white coast artillery.

Major C. Forbes, Crawford, F. S. white engineer corps.

Robert H. McDowell, Crawford, F. S. white engineer corps.

Edward Nabb, Alliance, F. S. white engineer corps.

John H. Boesl, Allen, S. D., F. S. white engineer corps.

Carl J. Volz, Martin, S. D., F. S. white engineer corps.

William M. Leetch, Crawford, medical department regular army.

Francis J. Nestor, Crawford, medical department, regular army.

Clive L. Erskine, Hemingford, medical department, regular army.

Ray A. Fahnestock, Chadron, medical department, regular army.

Frank G. Sturdevant, Chadron, medical department, regular army.

John T. Harrison, Jefferson City, Mo., medical department, regular army.

Gering Cassel, Scottsbluff, quartermaster corps, national army.

Charles N. Gambreal, Memphis, Tenn., quartermaster corps, national army.

eter Larsen, Scottsbluff, United States guards.

It will be noticed that the volunteers are choosing the high class branches of the service, and if young men wish to pick their branch of the service they should join now.

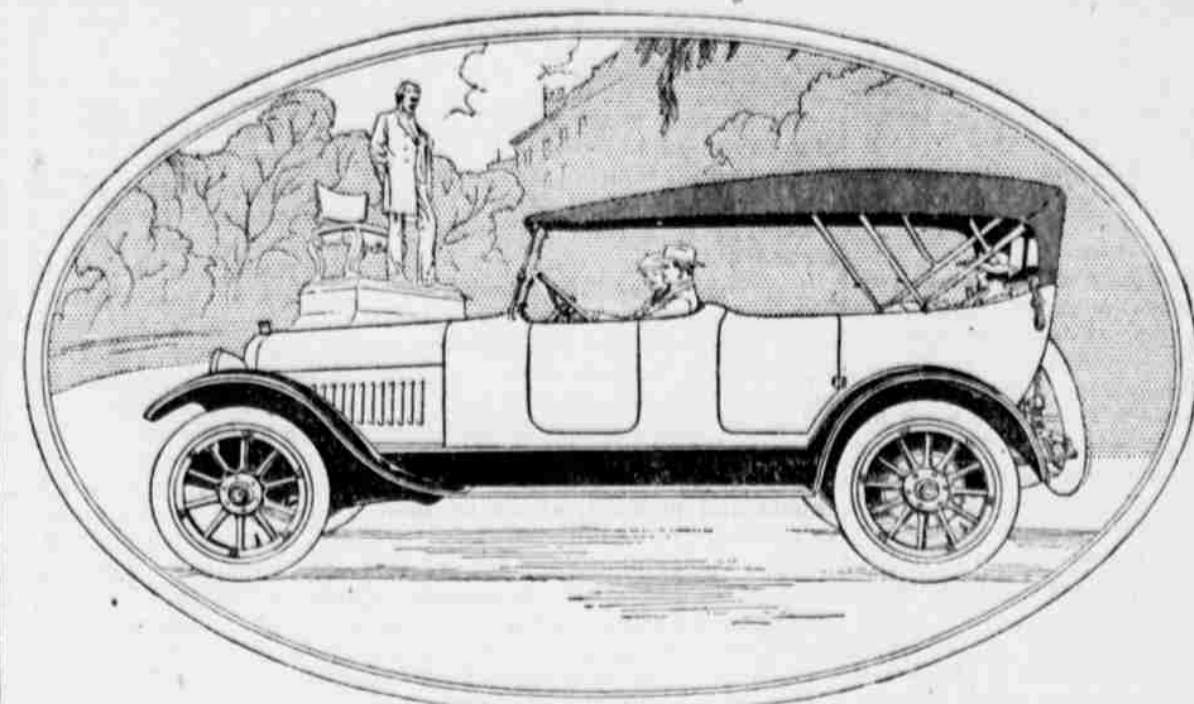
RUBIN TRAMEL,
Sergeant G. S. I.

The Collar Bone.
It has been noticed that the collar bone is more frequently broken than any other bone in the body.

President Wilson says: "The practice of individual thrift is a patriotic duty and a necessity."

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Choose Your Chandler Now

If you will find out about the Chandler Six and know the car as more than forty thousand Chandler owners know it, and as countless thousands of friends and neighbors of these Chandler owners know it, you will choose the Chandler as your car. You will choose it for its marvelous motor, for its power and life and endurance and dependability.

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You will choose it for the economy of its operation and maintenance.

Through five years of refinement, without radical changes, the Chandler car has been developed to a point approximating perfection. Distinctive Chandler features, in addition to the Chandler-designed and Chandler-built motor, include now, as for years past,

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In details of design and equipment the Chandler checks with the highest priced cars, not with cars that sell at prices similar to Chandler prices. And the Chandler performs with the high-priced cars.

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Seven-Passenger Touring Car, \$1795 Four-Passenger Roadster, \$1795
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BEST IN THE LONG RUN

How The Bayonet Lost a Great Battle

BAYONETS, first made at Bayonne, France, whence they get their name, to begin, were almost as dangerous to the army with them as to its foe.

Fashioned with a solid butt, to be jammed into the muzzle, it rendered a gun useless for firing.

The butt was soon changed to a socket, but not before the new fangled bayonet brought the English army to grief at Killiecrankie.

The English soldier found the bayonet a poor fit, hard to get into his gun; and when he got it in, hard to get out. When he had to bayonet, he couldn't bayonet; when he had to shoot, he couldn't shoot.

FAIR TREATMENT

GOODRICH SERVICE VALUE TIRES

The bayonet experiment gave the Scots the battle. To safeguard tire users against the chance of experiment, Goodrich Test Car Fleets put the road test to Goodrich Tire, to make them in word and deed SERVICE VALUE TIRES.

Goodrich sees but one tire value, SERVICE VALUE—That is, what a tire proves it is worth to the motorist on his car and on the road, in comfort, economy, dependability, and durability.

All Goodrich skill and sincerity build up SERVICE VALUE, whether you get SILVERTON CORD TIRES, or BLACK SAFETY TREADS, you get SERVICE VALUE TIRES.

Gain mileage, and the security of knowing your tires will not fail, by demanding SERVICE VALUE TIRES.

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For Your Information

In making your purchases of Shirts, Soft Collars, etc., be sure and get oversize.

Do this, because goods are not being shrunk at the present time before being placed on the market.

Observe this precaution and your laundered goods will not come back undersize.

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