

MINE SWEEPERS FROM THE FISH DEATH BOTTOM OF SEA

British Flotilla Clears Lanes of Germany's Cruellest Offensive Weapon.

IS FRAUGHT WITH PERIL

Trawlers Scour Ocean in Pairs With Cables Seeking Explosives—Germans Use Submarines to Lay Mines—U. S. Co-Operation Needed.

London.—Quietly, but with unparalleled courage, England's mine sweeping flotilla is daily clearing her coast of Germany's cruellest and most insidious offensive weapon. Since the early days of 1915 these mine sweepers have fished up from the sea thousands of tons of the highest explosives and kept the channels clear for a myriad of ships that the British people might be amply clothed and fed.

Through special arrangements with the admiralty the correspondent of the New York Sun was granted permission to inspect this branch of the naval service. He was the first American to go forth with the mine sweepers since the beginning of Germany's unrestricted submarine campaign and watch them rip death from the bottom of the sea.

There are few Englishmen outside of naval circles, and possibly a handful of Americans, who realize how intensely Germany has concentrated her efforts on mine laying in the attempt to wipe out the world's shipping. Ambassador Gerard stated the case perfectly when he told a Boston audience recently that Germany intended pushing her submarine and mining campaign across the Atlantic, and then making America pay for it.

U. S. Co-Operation Needed.

It is as plain as day to every British seaman who goes into the mine field that Germany's desperate efforts, if successful here, will open a way to the Atlantic coast of the United States, and that the United States and Great Britain through co-operation must stop the menace on this side or both will suffer dire consequences.

It will be divulging no naval secrets to describe some of the technical details of Germany's mine-laying campaign. In the early months of the war the Huns adapted the submarine to the purpose of laying mines. They have rapidly developed their undersea craft until today they are capable of carrying as many as 30 mines, though the greater number carry 12 or 15.

These weapons are so constructed that they can be dropped in the shipping lanes to a depth of 80 or 90 feet, where an ingenious valve arrangement releases the mine from its thousand-pound base and allows it to come to within ten or twelve feet of the surface, though still anchored by a wire cable.

250 Pounds of Explosives.

The newest German mines are egg-shaped, about four feet high and three feet thick, with four horns so placed that contact with them causes an instant explosion of 250 pounds of the highest explosives. The horns are made of soft lead, inclosing a glass tube closely fitted within the horn so that a pressure of nine pounds breaks the glass, releasing a liquid which sets up an instant electric connection with the detonator.

Experience has taught the British mine sweepers that the high tide currents swing the mines lower in the water. If the mine cable is set for 90 feet, allowing the mine to swing about ten feet under the surface, high tide currents sweep it over until it rests about 22 feet under the surface. Therefore mine sweeping is least dangerous at high tide or slack high tide. To cruise over a known mine field during low tide means almost certain destruction.

None but men who have witnessed a mine explosion know its horrible effects.

It was early in the morning when the correspondent went aboard the flagship of a mine-sweeping fleet and sailed out of a well protected harbor into the most dangerous portion of the North sea, preceded by a seaplane scout. A thick mist lay over the sea, making the work doubly dangerous; even if a mine were floating on the surface it could not be seen more than six cable-lengths away.

Travel at Low Speed.

At a designated point the mine sweepers were connected up in pairs by long, heavy cables, which they kept at a good depth beneath the surface by a clever arrangement of heavy weights so constructed as continually to bear down heavily on the cable. Under the most trying conditions the mine sweepers kept the proper distance from each other and proceeded to sweep up the course, steaming slowly at not more than four knots.

As the cable tautened under headway the captain and members of the crew adjusted their cork lifebelts anxiously watching for signs of any obstacle. Within five minutes the skipper reported through the tube to the captain that he had picked up a mine. It was a needless formality, for the captain had already noted the signs and betrayed in every line of his face that he knew his vessels carried between them sudden death for himself and for

his men and that upon his ability depended all our lives.

His signal for greater speed had hardly been sent to the opposite trawler when a shout from the deck called out all hands. Two hundred yards off there shot to the surface of the water a vile black nightmare monster, its black horns protruding menacingly. Heavy rifles were passed out to the marksmen, and the hardest part of the sweeping game commenced. After a mine has been swept to the surface it must be destroyed or sunk.

Rifle Fire Unsuccessful.

The sharp barking of the guns cracked out through the mist. A little spray showing the bullet's course close to the mine and a series of dull clangs gave evidence of direct hits. Every man hoped one of the steel bullets would strike a horn and cause an explosion, which would finally remove the menace, but luck went against the gunners. They succeeded only in piercing the monster's heavy armor and allowing the water to enter. After perhaps a score of steel bullets had penetrated the mine it filled and sank beneath the surface, where it remained for a few minutes and then sank to its last resting place on the bottom.

The trawlers proceeded on their course for 20 or 30 minutes, when another tautening of the cable indicated the presence of a mine. We were now in a field where the Germans had sown death with an extravagant hand. We knew we rode continually hand in hand with death. The members of the crew lined the rails with drawn faces, for they knew by experience that only a few seconds remained for escape in case we struck. The average light vessel sinks within one minute after being mined.

Again there leaped to the surface a horned destroyer, and again the marksmen's guns spat fire and it sank from a half mile astern. Two companion trawlers whistled a warning that they had made a catch, and dimly through the mist could be seen another black, horned object between them.

Giant Sea Geyser.

Only a few shots had been fired when the air beat upon our ears and the decks quivered. Then there was a mighty blast that almost stunned and blinded us. Between the following trawlers a great column of water rose steadily skyward, drawing the ships toward it. It seemed as if some unseen hand had shoved a great section of the North sea and kept it suspended hundreds of feet in the air for the space of perhaps 30 seconds.

The spectacle defies description. Its terribleness holds one breathless, until the giant column of water recedes slowly, apparently shoving itself

back into its element and leaving only a wide space of worried waters.

These sights alone should be enough to throw a fear of mines and their awfulness into the men who daily hunt them, yet at least half those in the captain's trawler had been engaged in this work for 20 months with little respite, sailing 10 or 12 hours every day over water that they knew contained a sudden and a frightful end.

In the course of the next few hours our fleet swept up and destroyed other mines with the same hardy, unrelenting courage, until their allotted course was safe for the passage of ships, whose comings and goings must not for one hour be delayed if England is to fight successfully against an enemy who knows no rules of war, whose fiendish ingenuity knows no limits.

Captain's Word Home.

The declining sun saw our little fleet back in harbor. The captain, having finished writing a detailed report of the operations, glanced lovingly at his wife's picture on the wall of his little cabin and took up his pen to let her know he had come safely through another day of peril.

The following morning the correspondent had an opportunity to observe from the air just what an infinitesimal portion of the North sea he had sailed over on the previous day. In a powerful seaplane, the body of which had been constructed in America, manned by a pilot and observer, we rose from the harbor and circled high above the sea. We gazed upon a fleet of tiny craft, scores of them, proceeding in pairs.

Looking down upon the entire area patrolled by vessels from one harbor gave one the impression that England was tackling a well-nigh impossible task to keep her whole gigantic coast line cleared of German implements of destruction, yet the organization does its work thoroughly.

After a few minutes flying one of our two motors broke down and we began a series of gyrations which almost cost us our lives.

Saved at Eleventh Hour.

We shot downward toward some buildings. The pilot regained control just in the nick of time and cleared a high factory chimney. We circled again, then side slipped and skimmed over a row of two-story houses. Then by a supreme effort of both pilot and observer they swerved the machine toward a pier, slashed off a flagstaff and landed with a heavy jolt on the water.

Such incidents are not uncommon for flying men. By iron nerve and perfect composure they save themselves daily from sudden death.

Like every other branch of the naval service, they hope that America's entry into the war will be wholehearted, that her ships of every description, especially light vessels capable of sweeping mines, her airplanes and her skilled men will be thrown into the fight against this greatest of Teuton menaces.

REGISTRATION TO BE A GALA AFFAIR

Washington.—Officials of the war department are pleased because many states of the union do not intend that registration day for the new army shall be merely a "drudgery day." The spirit of patriotism seems to have entered into the arrangements for the occasion which have been made by many of the state officials.

It is the desire that all the states shall enter into the duty of registration with the same spirit already manifested in many parts of the country. In one state, for instance, the occasion in large part is to take on the nature of a patriotic demonstration, a sort of national fete-day. In many parts of this state there will be barbecues and like affairs to draw the people, so that those upon whom the duty of registration devolves will know that they have the support of their fellows of all occupations and of all ages.

HIGHEST-SALARIED WOMAN



There are many women employed in Wall street, but there aren't very many of them who draw salaries approaching that of Miss Henrietta F. H. Ried, secretary and treasurer of the forty-billion-dollar Bush Terminal company, and the highest paid woman in Wall street. Miss Ried draws a yearly stipend of \$25,000.

In addition to being an officer of the company, Miss Ried is a member of the executive board, composed of three officers, who work out the labor, traffic, financial and other problems that confront the company.

A report from another state is that it hopes to clear up its registration duties in such short order that it may claim to be first in a race prompted by patriotic duty. If this spirit is felt in other of the country's commonwealths, an interesting and somewhat lively contest will take place as to which can make the first completed report of duty well done.

It is not to be a difficult thing for the officials to carry out the government's instructions on registration day and to complete the labor in hand. The men who must register in accordance with the requirements of the law will find registration easy. Full instructions will be issued and can easily be secured. There is nothing hard nor in the least involved in the series of questions which are to be answered. Directness of question is the method employed, and directness of answer will make all things easy for the men of the country and for the government which is to claim their service.

The questions which are to be answered involve comparatively few subjects: The name in full; the age in years; the home address; the date of birth; the quality of citizenship, native born, naturalized, or the condition of declaration of intention; the place of birth, trade, occupation, or office; employment, and by whom employed; dependents if any; married or single; race, former military service and where it was rendered; and lastly, claims of exemption from draft with the specific grounds therefor.

Easy to Answer.

These constitute virtually all the questions which the man whose age makes him subject to registration will be called upon to answer. With the questions there will be explanations of how they are to be answered, and suggestions will be made for brevity.

The war department officials do not believe that there will be many difficulties in the way of completing the work of registration day properly and quickly. Several of the states have relieved the government entirely of expense connected with the work of securing complete registration; in fact helpfulness seems to be common to the country. It is believed by the government officials that the spirit of field service will be in keeping with that which has marked the activities in all matters connected with the new national army from the beginning.

Cuba is the greatest consumer of rats among the Spanish-American countries.



PLACE SITTING HEN ON NEST

Fowl Should Be Dusted Thoroughly With Insect Powder Each Week—Use Clean Material.

When it is noted that a hen sits on the nest for two or three nights in succession, she is ready to be transferred to a nest, which should be prepared for her beforehand. This nest should be in a box and composed of straw, hay, or chaff for nesting material. Dust the hen thoroughly with insect powder each week while she is sitting. In applying the powder hold the hen by the feet, head down, working the powder well into the feathers, giving special attention to regions around the vent and under the wings.

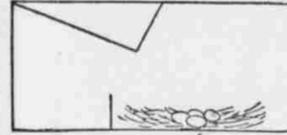
The nest should be in some quiet, out-of-the-way place on the farm, where the sitting hen will not be disturbed. Move her from the regular laying nest at night. Put a china egg or two in the nest where she is to sit and place a board over the opening so that she cannot get off. Toward evening of the second day leave some feed and water and let the hen come off the nest when she is ready. Should she return to the nest after feeding, remove the china egg or eggs and put under her those that are to be incubated. In cool weather it is best to put not more than ten eggs under a hen, while later in the spring one can put twelve to fifteen, according to the size of the hen. If eggs become broken while the hen is sitting, replace the nest with new, clean material and wash the eggs in lukewarm water so as to remove all broken-egg material from them.

ARRANGEMENT OF TRAP NEST

Device, Cheap in Construction and Accurate and Serviceable, Made From Old Crate.

Owing to the number of inquiries we have received for plans of a trap nest, we herewith describe one of the most practical homemade nests, says Twentieth Century Farmer.

This nest is best made from the common lemon or orange crate; it is cheap in construction and accurate and



Trap Nest.

serviceable. The trapping device consists of a door held up by a wire trigger. As the bird enters the nest it is forced to climb over the step and thereby lifting the door allows the trigger to drop back, and thus the door immediately swings down and closes the bird in. The button on the outside of the nest prevents the bird from escaping.

LITTLE CHICKS IN BROODERS

Young Birds Should Be at Least Thirty-Six Hours Old Before Taken From Incubator.

Chicks should not be put in the brooders until they have been out of the shell at least 36 hours, and 48 hours is still better. When first introduced to the brooder they should be put under the hover and made to stay there by setting boards up close around it for a few hours that they may rest and grow warm in their new quarters. Then they should be let out a few minutes and shown the way back again.

During the first day or two they must not be allowed to remain out of the hover long enough to get chilled, and when the attendant is away it is best to put boards up close around the hover (but not close enough to cut off the air) to make sure that the chicks do not stray out and become chilled in her absence.

NUMBER OF FOWLS IN FLOCK

Under Ordinary Conditions 300 Is Considered About Right for the Average Farm.

One of the most important things to consider in the poultry business from the viewpoint of profit is that of keeping the proper number of birds in the farm flock. Under ordinary conditions, it is held that 300 fowls represent the best number.

It should be large enough to make the producer independent of the local market and yet not be so large as to interfere with more profitable enterprises. Three hundred fowls take little more time or equipment than 150.

RATS IN THE CHICKEN YARD

Save Time and Fowls by Getting Rid of Them Before Young Chicks Hatch—Poison Is Best.

Get rid of all rats before chickens hatch and it will save both time and chickens. There is no excuse nowadays for having more than an occasional rat around.

There are several pastes and poisons which if put out with care and judgment will soon entirely rid a place of these costly pests.

WASHINGTON GOSSIP

"Welcome" Signs Scarce Today at Washington

WASHINGTON.—This is anything but the open season in Washington. It's hard to get in almost anywhere. It's as easy for a camel to go through the eye of a needle as it is for the casual wayfarer to effect an entrance into much of the local territory that used to have the "welcome" sign out. Tourists and "tourism," as the French say, are balked at every point. The public must needs step gingerly nowadays. You must show your marriage certificate and your vaccination mark before you are admitted to most of the regulation sight-seeing places. John D. Rockefeller, Jr., and his family were among the last group of visitors taken through the treasury before the doors of that building were closed to the general public. It's "no thoroughfare" for the past two months through the White House grounds. Lonesome looking cops stand behind the tightly locked gates gazing out through the bars at their erstwhile gay company keepers with a wistful Charlotte Corday sort of an expression. No pleasant company expected! Just outside the gates the suffrage pickettes picket pertinaciously still. Only the carefully credentialed are ever admitted.



The accomplishing of a social call at the executive mansion during these tense times of precautionary vigilance is accompanied by almost feudal formality. We aren't taking any chances in Washington these days.

A Kentucky lady who had an appointment the other afternoon with one of the presidential ladies at the White House, not realizing the strict present-day regimen, was taken aback to find the gates barred against her car.

"But I have an engagement here!" she exclaimed; "what am I to do?" "If you are Mrs. Blank," said the blue-coated St. Peter, politely, "you are expected. Please drive right in." The gates were locked instantly behind her. A cup of tea and a chat of an hour or so agreeably imprisoned within royal grounds followed. Upon her departure the gate was as gingerly unlocked again for the visitor's exit, and as jealously and promptly fastened upon her retreating back. The sensation was queer.

The occasional outsider who is able to read his title clear to admission to a great governmental department has his steps guarded closely after he has entered. No free range is allowed. The visitor is conducted in and conducted out carefully and his intermediate activities supervised. All departmental employees are provided with passes which must be renewed every month.

Willing to Enroll, but All Want Commissions

A MEMBER of the house of representatives said he had 3,000 letters from men in his district, all asking for commissions in the army, and none of the writers claiming any military experience, relates Earl Godwin in the Star.

Each of them detailed the fact that he could run an automobile, or had been a clerk in a grocery store, or had voted for Wilson, or had come from a long line of Indian fighters, or had read considerable about the history of the United States. One of the applicants was twenty-one years old and desired to be a major general, which is as high as they come in the army of the United States. None of the applicants desire anything lower than the rank of lieutenant. You would think that perhaps one or two might be willing to start in as first sergeant—but no. Three thousand heroes and patriots rush to arms in any capacity involving them in a regular pay roll and high honors.



Also members of congress get letters from prize fighters, lawyers, doctors, book agents, dancing masters—all offering their services to the country—and meantime the recruiting station at the corner is yawning. Some jocular old gentleman just rounding out a century of sportively spent life announces to the press that he is willing to enter the ranks and offers himself as the first recruit. Meantime the public cheers. However, the recruiting station is waiting. Some day one of these chaps who enlist through the medium of a press agent will make some remark near a recruiting station and find himself really enrolled. And then he will have done more for his country than all the press agents in the world.

The world is so full of colonels of the governor's brand that we are replete with military decorations and parade properties, and now we need a few hundred thousand slim-waisted chaps that can do something besides talk about what their ancestors did at Bunker Hill.

"Soldierettes" Have No Use for the Slacker

THE soldierettes at the capital have been serving seriously, ready to battle back of the lines if need comes. All slacker proposals of marriage have been turned down hard. A khaki skirt will be the matrimonial shelter of no coward. Just as last year, Mrs. George Barnett, the beautiful wife of the major general of the Marine corps, has been acting as commissary general, serving the students about the same rations the Marine corps men live on during their camp life. The assembly hall where notable speakers have been heard every day, was a donation from the widow of Admiral Dewey. It is called Dewey hall. This petticoated Plattsburg is on a government reservation of 24 acres. A field bakery installed by the quartermaster's department of the army is teaching the girls economy and the salutary preservation of foodstuffs.

Miss Endora Clover, a petted child of fortune, is ruggedly serving as one of the aids to the commandant; Miss Elizabeth Ellicott Poe, a close relative of the poet Edgar Allan Poe. Miss Katherine Brooks, one of Washington's leading young musicians, a great niece of the wife of President Harrison, makes a nifty and efficient first sergeant. Miss Blanchard Scott, chief of staff of the army, is inspector of the camp. Miss Natalie Summer Lincoln, the successful young Washington novelist, is adjutant. She is also the new editor of the D. A. R. magazine.

Classes in nursing and knitting, wig-wagging and bandaging and diet kitchening and all the other departments have been full to overflowing.

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Strangers Excluded From Government Buildings

"GOOD morning, have you been 'mugged?'" is a common salutation in Washington these war days. They're "mugging" them in droves at the state, war and navy buildings. From 25 to 50 in a row, the officials and clerks, high and low, of all sexes and colors, have lined up before the official state department photographer for the picture that is later printed on an identification card admitting them to the building. Newspaper correspondents and all other holders of permit passes also must face the camera. The government is taking no chances. Everyone is regarded as a German spy until proved otherwise.

It is about as easy to get into the various government buildings, particularly the state, war and navy, the treasury and the White House without credentials as it is to break out of jail. Soldiers, policemen and guards are co-operating in a system of protection and won't even pass cabinet officers unless they display the coveted pasteboard.

Secretary of State Lansing was halted at the entrance to the White House grounds the other day. The policeman at the gate did not know him. Instead of letting him through without question, the officer accompanied him to the executive offices for identification. Mr. Lansing complimented the policeman and then hastened to have his own face put on a pass card.

