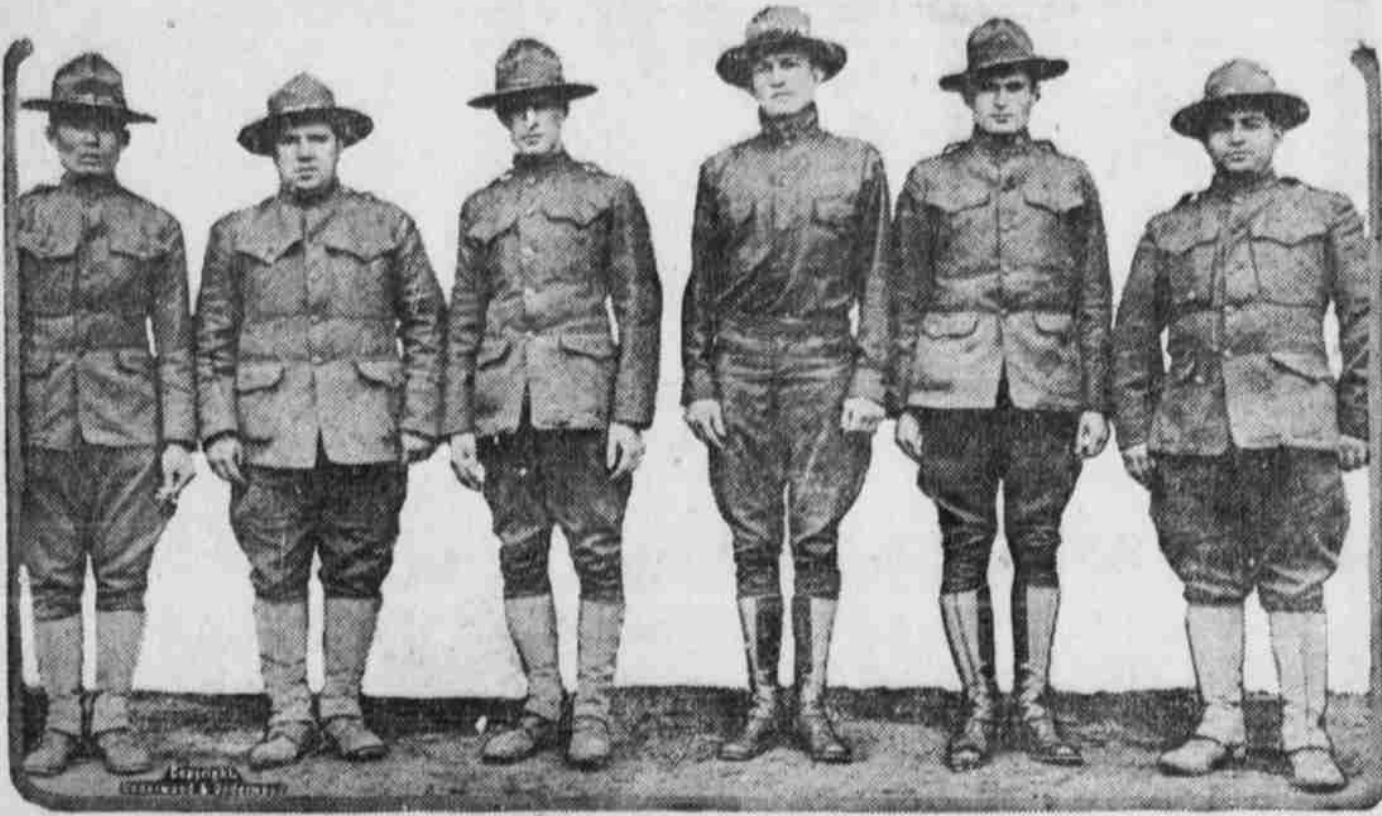


SIX NATIONALITIES IN ONE CANTONMENT GROUP



Though by birth the men in this group, photographed at a National army cantonment, are as diverse as one could possibly imagine, they stand together in their readiness to fight for Uncle Sam. Chinamen, Italian, Greek, native American, Russian, and native of Turkey, they are one in their Americanism.

GERMAN PATENTS AID DYE INDUSTRY

Chemists Duplicate in Short Time Processes Built Up by Foreign Experts.

ENGLAND GIVES THE DATA

Americans Get Manufacturing Information Great Britain Has Obtained Since the War Started—Europe Takes Up American Machines.

Washington.—Many of the larger manufacturing concerns in this country have recently obtained through British connections lists of the German-owned patents which have been taken over by British firms since the beginning of the war. These lists have been sought by manufacturers in this country in order to place them in a position to take advantage at once of the provisions in the Webb bill on trading with the enemy, which enables American firms under certain conditions and for adequate compensation to make use of German patents during, and in some cases, after the war.

Through British representatives 15 American dyemakers have received complete lists of the patents for making dyestuffs, which British firms took from their German owners with the authority of the British parliament shortly after England entered the war. It was recently announced by the department of commerce that the Du Pont company intended entering upon the manufacture of dyestuffs on a large scale. According to representatives of the company, the Du Pont company will manufacture dyes on a considerable scale without waiting until the end of the war.

Without German Patents.

So far the dye industry in this country has been built up without the aid of German patented methods, because the laws of the country did not permit this. In spite of this handicap American manufacturers, according to the department of commerce, have so far invested more than \$200,000,000 in the manufacture of dyestuffs, and are now producing dyes in greater quantities than they were consumed in

WINS WEALTHY BROKER



Miss Belle Ashlyn, once the wife of Billy Gould, who is to wed Alanson Follansbee, head of one of Chicago's leading brokerage firms. He is now at the officers' school at Fort Sheridan.

America in 1914. American chemists have succeeded in duplicating on short notice many of the processes which were built up by generations of German dyestuff exporters. A greater impetus will be given to the industry, according to American experts, when the amendment to the patent laws places patented German processes at the disposal of American manufacturers. There are 46 firms in this country in the new dyestuff industry now pending 60,000,000 pounds of dyes a year.

While the war has created this great industry for America and has multiplied the output of many other industries, it has also taught Europe the use of American labor-saving machinery and of American labor-saving devices, according to Albert E. Parker of the firm of Marks & Clerk, English patent lawyers. Mr. Parker says that American manufacturers in the past frequently failed to take out patents in England and in other countries because the patented article was produced in this country on such a scale that there was not the slightest fear of competition abroad.

"American manufacturers should remember that the war has resulted in introducing American methods and machinery all over the world and is educating workmen so that it will not be safe to rely, after the war, on the belief that American machinery can continue to offset the cheaper labor costs in foreign countries," said Mr. Parker.

CAPTURED 'ZEP' IS A WONDER CRAFT

French and American Officers Make Thorough Investigation of Machine.

WHEEL WOUNDED TO SCENE

Several Hundred Americans, Commanded by an Aviation Officer, Are Learning Airplane Construction in Practical Way.

Field Headquarters of the American Army in France.—The stray Zeppelin, L-49, that was downed by the French near Bourbonne-les-Bains, while trying to get back to its base, was 600 feet long and the envelope was 90 feet in diameter.

French and American officers made a thorough examination of the great craft, but the civilians were held back by ropes that were stretched around the dirigible.

The gondolas are connected by a cleated cock-walk and the whole construction of the craft was said by her examiners to be wonderful. The outer cover is of delicate texture, double riveted and soldered. She was equipped with a wireless outfit.

Gun in Each Gondola.

The machinery is highly complicated and the driving motors were equipped with 12 cylinders. There was a machine gun in each of the gondolas and the rear one was equipped with hammocks for the crew. Apparently, however, the forward gondola was fitted up as a cabin for the commander. The lower portion was painted black and the upper part a dull gray. On one side was painted a small iron cross.

There were no bullet holes visible in the craft, but the forward gondola had been wrecked in descent.

It has already been suggested that the craft be sent to the Invalides Palace in Paris.

After inspecting the balloon the American officers were returning to town just as the Zeppelin's prisoner crew was being transported through the crowded streets.

The commanding lieutenant looked downhearted and disgusted. Another officer was a typical old Prussian non-com with a scar on his nose as though made by a sword welt. The

"Before the war, for instance, I never saw in England the electric hand trucks and motor trailers which are used to expedite the handling of goods in this country at freight and express terminals. Recently they have been introduced all over England, and the shortage of men making it imperative. Adding machines and calculating machines were almost unknown in England before the war. Now they are being put into use wherever they can to save human labor. Labor-saving American farm machinery has, of course, been introduced into farming in all parts of England, and in almost an equal degree the use of American labor-saving devices has been introduced into other industries. This is more or less true, likewise, of France, Italy, and other countries. American tool manufacturers have been virtually re-equipping the industries of these countries. Before the war Germany was a leader in Europe in labor-saving machinery and standardized methods, but the other countries have been modernized by the war in this respect. Industrial methods have been changed all over the world. The reports of the United States government abound in instances of it. For example, it is stated that motor lorries have been introduced in considerable numbers into the Federated Malay states. Even China has entered upon an era of manufacturing and is producing many manufactured articles which were previously imported. It is plainly indicated that after the war all countries will put forth their best efforts to do their own manufacturing, and the whole world is being educated, largely by the United States, to use better industrial methods."

men were well built and wore leather jackets.

It was reported here that another Zeppelin was captured several kilometers away when the forward gondola crashed into a tree, dumping part of the crew to the ground. The Zeppelin, relieved of this load, then rose, tilted unsteadily and caught fire.

The Zeppelin brought down intact near here carried only incendiary bombs, apparently for the purpose of self-destruction in the event of capture. All the explosives evidently had been dropped in England.

The French evidenced the greatest interest in the prize, and many wounded were wheeled to the scene in chairs.

Several hundred Americans, commanded by an aviation officer, are learning airplane construction in the most practical way possible at a French camp a few hours' ride from General Bullard's student aviation school.

French planes of all types wrecked or damaged at the front are shipped to this camp and are taken apart by the Americans under French instructors. They are learning how to make repairs and to build new motors as well. Each student spends half a day learning the theory of airplane construction and the other half in actual shop practice taking down motors of all types and rebuilding them.

The French instructors frequently remove a piece of the mechanism and then ask the American what is missing. Similar instruction is given in assembling machines. When this educational training is completed the men enter the factory, where machines are built until they are experts in all lines of airplane construction and repair.

Cares for Canine Guests.

Denver, Colo.—Although Denver's leading hostelry does not allow dogs in its rooms, they provide kennels in the basement for the care of canines brought to the hotel by guests.

The kennels are neat, roomy and "individual," fitted up in rows near the basement entrance. Bellboys can be seen each morning taking the four-footed guests for an airing in a park near the hotel, and it is said the "rate" for the aristocratic animals furnishes a substantial increase in the hotel bill of the owners of the dogs.

ROAD BUILDING

HURRY GOOD ROADS BUILDING

Country to Profit in Future From Highways Built as Necessity of Warfare and Defense.

It is the general opinion of motorists arriving in Washington from all parts of the country that the war with Germany is acting as a sharp prod to speed up road building.

Whatever the war costs the nation in dollars and lives, it will result in the building of thousands of miles of usable roads in all sections, for these highways are now rated as one of the necessities of warfare and defense, says Washington Star.

Possibilities of an invasion are remote, but now that it has been decided to send an expeditionary force abroad, it is certain that other thousands will follow, hence the mobilization of troops on the seaboard is something not to be overlooked.

Railroads are up to their ears in other work and have shown their lack of equipment to meet ordinary demands of a period of fast growth and an attendant increase of consumption. So other means may have to be relied upon to hustle the boys in khaki to the ports, whence they will sail for the front. For this purpose the motor vehicle is ready, and all it needs to add to its wonderful record of efficiency in a pinch is a system of roads which can be traveled in safety and at speed during all seasons.

Here on the East, where the troops will be massed before sailing, good roads are considered as of vital interest to the nation just as the raising of vegetables in fields and yards which heretofore have produced nothing.

Throughout the Atlantic area the road builders are hard at it, and, in spite of the urgency of the calls for men for other purposes, help is being enlisted in the cause.

An immense amount of road building work is being done in the South, and in the Central West thousands of miles of roads are under way, these forming the connecting link and making possible hurried trips if such are needed. Experts point out that automobiles can take an army of 100,000 men from the Middle West to New York in less time than can the railroads, and when the highways are improved a great cut



Concrete Road in Maryland.

will be made in the running time of the motor cars.

The West is not overlooking anything in the way of road building. There is not a state in which it is not one of the big movements, even in a part of the country which is least affected.

What Virginia is doing is being undertaken in greater or less degree by many Eastern states.

HIGH VALUE OF GOOD ROADS

Estimated Cost of \$900,000,000 to Get Surplus Farm Products to Market or to Railroad.

After careful inquiry it has been found that the average haul of the American farmer in getting his product to market or to the nearest shipping station is 12 miles, and the average cost of hauling over the common country roads is 25 cents a ton per mile, or \$3 a ton for a 12-mile haul. An estimate places the total tons hauled at 300,000,000 a year. On the estimate of \$3 a ton for 12 miles this would make the total cost of getting the surplus products of the farm to the local market or to the railroad no less than \$900,000,000—a figure greater than the operating expenses of all the railroads of the United States. If anything could make an argument for good wagon roads this statement surely may.

Litter in Hen House.

Litter kept on the floor of the poultry house should be removed whenever it becomes damp and filled with droppings that do not dry. White-washed walls make the poultry house lighter and more sanitary.

Patching Old Gravel Road.

Patching done in the proper manner when the road is wet, followed by a road drag, will maintain an old gravel road surface as good as new until it is so badly worn that an entirely new surface is required.

NATIONAL CAPITAL AFFAIRS

Bureaus Give Out Information Concerning War

WASHINGTON.—The committee on public information was created as a war machine. It has been the object of more derision and public ridicule than any other war machine, nevertheless it goes merrily along, grinding out war knowledge for the people. At the outset George Creel, chairman, set out to be the official news bureau of the government. He attempted to do the work of the 400 newspaper men sent here by all of the large newspapers and press associations. This policy was soon dropped and today the committee on public information is working for the news that the newspaper men don't get.

Dozens of government bureaus have interesting information concerning the war. This information, however, is inaccessible to newspaper men. The committee on public information is the one instrument which can dig it out.

In much the same manner as a well-organized newspaper works, so the committee on public information operates. There is an organization for the dissemination of daily news. The editor, formerly a New York newspaper man, directs a staff of reporters.

A staff of feature writers is also maintained by the committee. These writers "dig up" unusual stories about the government and the war. In due time these stories—such as the recent German plot exposure—are released for publication simultaneously throughout the entire United States.

Photographs are recognized as important for news purposes. To this end the committee has set up a photograph department. Official photographers take pictures of war instruments and features. These pictures are then supplied to the newspapers at cost.

To turn the wheels of this information organization, 25 trained newspaper men have been secured. The entire staff of the organization numbers more than 100.

Reward for Doing Helpful Thing on Street Car

HER face was about as sociable looking as a hatchet, but her bundle was heavy, so another woman in the car who knows weariness when she sees it got up and offered her seat. It is venturesome, of course, to tender such a courtesy to a sister in your own age zone—every woman knows why—but nothing is ever an all-round failure in this world. Praise be!

"Thanky, ma'am, I'm half ready to drop. I never look for a man to give me a seat any more—I don't know how it is, but gentlemen seems to be petering out—I've benner runnin' roun' on my two feet ever since sun up. Have you got gorus?"

The woman, anchored to a strap, admitted her lack to the other woman, who was developing a sociability no hatchet could ever hope to achieve.

"Well, that's one thing you got to be thankful for! But are you married?" Her tone of inquiry implied that corns and matrimony were in the same class. The strap-hanger owned to spinsterhood.

"My, you are a lucky woman! Muster been born with a silver spoon in your mouth!"

"I like that suit you got on. Ought to last you years for best. What do you do for a living?"

The woman was not addicted to confiding her affairs to the housetops, but she owned up. Possibly there was a reason.

"My, you must have a head on you! But be careful not to overdo yourself. I had a cousin once by marriage that wrote for Blankes' well-known pills, but she died sudden. They said it was natchrel causes, but I always laid it to her overdosin' herself because she was paid in pills. Must you be goin'?"

Which is just to show, women dear, that no matter how many rebuffs come our way it is always worth while to do the helpful things for the occasional rewards we get, generally in the consciousness of a kindly action done, and once in a while in a thread of a yarn—like this.

"Big Chief" Unrecognized by Washington Crowds

WASHINGTON is a busy city these days. A person has to keep his eyes wide open if he wants to see everything that is going on, and then he is apt to walk right by something or somebody he very much wants to see. One thousand people missed seeing a certain man the other day, although they looked directly at him. He is a man of international renown, particularly well known in the United States.

But he didn't seem so well known to folks on Pennsylvania avenue that morning, as he crossed the wide street in front of the White House. Yet he was a man to command attention anywhere.

He was immaculately dressed in a dark fedora, light gray coat and pin-stripe trousers. He was tall, and carried himself with such a military carriage that one would have taken him for an army officer, if it were not known that all army officers these days must wear their uniforms at all times.

Even at that several persons took him for an army officer. He had a surprisingly good chest on him, and held himself so well. As he crossed Pennsylvania avenue into Madison place automobile horns tooted at him. People scurried out of the usual rush of vehicles at this point, and with them scurried our hero.

Nobody noticed him particularly. A taxi driver scowled at him. A messenger boy from one of the government departments brushed by him with the weight of the whole war on his shoulders. Two women jostled him as they hurried.

If he had been Secretary McAdoo, a hundred and one persons would have turned to look at him. If he had been Secretary Lansing or Secretary Daniels, a hundred and one persons would have turned and looked. But he was none of these.

He was only President Wilson.

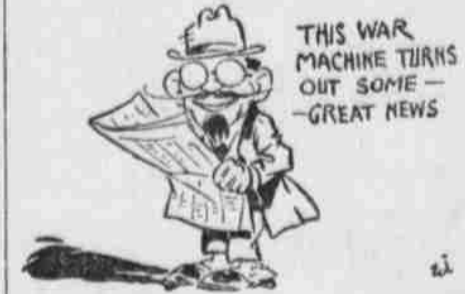
When Society Reporters Turned Wine Into Water

WHATEVER a congressman does in Washington has got to look right to the folks back home, or they'll want to know the reason why. There's likely more than one politician who leads a dual life, one for home consumption and the real one among the pomps and vanities and the flesh pots of wily Washington.

There was a marriage miracle not long ago in Washington among the smartest of congressional circles, when the wedding wine was turned into water rather than the water into wine. A congressman can do most anything acrobatically and diplomatically, just so it listens good back in his district. Constituents are such sensitive plants. They all have to be humored. The congressman's only daughter was getting married and the occasion was certainly worth a few gallons of champagne, and vintage wine at that. But a still, small voice underneath the congressman's wedding weskut murmured anxiously that all this hymeneal conviviality wouldn't read so well back home, that champagne, even at long distance, was terrible stuff for one's constituency to digest.

The host looked around apprehensively at the society reporters present. Then he took them into his confidence.

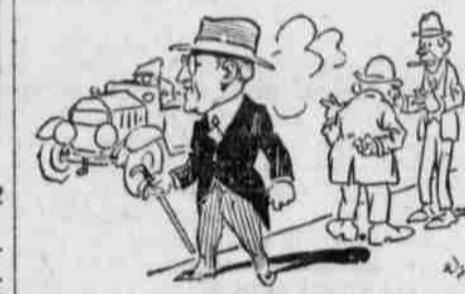
"My district," he said ingratiatingly, "is pretty well disposed toward prohibition. It wouldn't do me any good in my next campaign to be identified in any way with booze. So when you folks send out your stuff, please flavor it with apellinaris and ginger ale and cut out all advertisement of the L.L.Z."



THIS WAR MACHINE TURNS OUT SOME GREAT NEWS



HAVE YE ANY CORNS—AN' ARE YE MARRIED?



COULDN'T YOU TURN THIS WINE INTO WATER—ER—YOU—ER