

MARINES HAVE NO FEAR OF HUNS

Wounded Are Only Anxious to Get Back Where the Battle Is Raging.

ONLY CONTEMPT FOR ENEMY

Say When They Get Into Actual Fighting Contact With Foe There Is No Fight Left in Him.

London.—A naval attaché who saw about 50 American marines in hospital suffering from wounds or gassing in the recent German offensive found every one of them full of cheer regarding the future; every one anxious to get well and be back in the fighting line. And every one of them held a poor opinion of Fritz as a fighting man. They were unanimous, the attaché declared, in stating that the Germans were long-distance fighters only. As one of them said:

"They are not so bad when they are 50 yards away with a machine gun, but at close quarters the German soldiers are no good."

Marine after marine asserted that when he and his comrades got into actual fighting contact with the enemy there was no fight left in him. Then the Germans would throw down their guns, and, waving their hands over their heads, cry out "Kamerad!"

Feel Contempt for Huns.

"Our men," added the attaché, "gave me the impression of looking with utter contempt upon the German soldiers, who can fight only when they feel that they have the protection of artillery and gas, and surrender when it comes to hand to hand fighting."

"Far from feeling the slightest dread of the enemy, every man expressed eagerness to get out of hospital and return to the front. Every one of them wanted a chance of getting even with the Germans for having been gassed or wounded."

"The men were justly proud of the record that the marines had made, and their morale appeared to be of the very highest quality. The cheerfulness of all, including some infantry in the wards, may be summarized by the remark of one recovering from gas: 'Why,' he said, 'there's nothing in it. When all of us marines get going, we will wipe Fritz off the map, and we will eat our next Christmas dinner at home at that.'"

A British officer who has seen much of the American marines at their headquarters in France, and seen them at work against the Boche, writing on what he describes as "an instructive glimpse at the American war spirit

PRINCESS IS NURSE



This picture of Her Royal Highness, Princess Mary, only daughter of their majesties, King George and Queen Mary, shows her in the garb of a Red Cross nurse.

Her Royal Highness has commenced her duties as a Red Cross nurse and is serving as a probationer at the Hospital for Sick Children, London.

DIES AS FOE FLEES

British Aviator Killed in Triangular Fight.

Salvation Army Truck Driver Figures in Tragic Air Battle at the Front.

Paris.—Dying in the arms of a Salvation Army supply truck driver at the front in France, a British aviator who had just been crashed to earth in a desperate triangular battle in the sky had the satisfaction of witnessing the defeat of his German antagonist by a French plane just before he drew his last breath.

The struggle, according to a report reaching here recently just behind the allied lines in France, and was witnessed by Raymond Gifford, eighteen-year-old son of Col. Adam Gifford, head of the Salvation Army for New England, and residing in Boston,

and American efficiency in the field," says:

"On the roads to the front there is perpetual movement. Hundreds of motor lorries, each one packed with French soldiers, pass us in quick succession on their way to another part of the line. Again and again we pass bodies of American troops on the march, then a group of women and children. Although the road winds over the face of a well tilled countryside, few birds are seen, except for an occasional pair of ring doves. Such is the incongruity of war!"

Aircraft Hum Continuous.

"We find the marines' headquarters at an old farmhouse, shut in on every side by woods. Here the hum of aircraft is continuous, and links up the intermittent crash of artillery fire. A Boche observation balloon hangs above the woods to eastward, and a 'woolly bear' shell lays a vivid black smudge against the limited skyline ahead. In the farmyard we seem to stand in a little world apart, but the sounds of adjacent fighting are close about us."

"A marine officer who has had no sleep for three nights comes in, dusty but cheerful, from the trenches. The marines are doing themselves proud out there, he says. There has been some stiff fighting in the woods, but the Boche will have to shift soon; that is the opinion of this old campaigner, who has fought by sea and land all over the globe. We leave the farm under the guidance of a young lieutenant, a 'broth of a boy,' with the face of a Greek god.

CAN'T KEEP A GOOD SHIP DOWN

Half of Torpedoed Craft of Great Britain Have Been Salvaged.

METHODS GREATLY IMPROVED

Much Greater Weights Than Believed Possible Are Now Being Lifted—No Hope of Ever Raising Lusitania.

London.—Of 400 British ships sunk in the last two and a half years at least 50 per cent have been raised from the bottom of the sea. The organization responsible—the Admiralty Salvage department—is composed entirely of experts employed by a commercial firm which engaged in the business before the war. Ships were so cheap then, however, that often it did not pay to raise a sunken wreck and restore her to seagoing condition.

Things are very different now, and the result is that invention has been stimulated to an extraordinary extent. It used to be considered that 1,500 tons was the greatest weight that could be lifted from under water by wire ropes. A sunken government collier that was obstructing a fairway was lifted out of the mud recently and carried away by four lifting ships, with sixteen 9-inch wire ropes, and the deadweight carried was calculated at 2,750 tons. The wreck was shifted one mile at the first lift, and so was gradually taken to the beach, patched up and sent off to the repairing yard. She went back into service and made several voyages before a torpedo ended her career altogether.

Cannot Raise Lusitania.

Ships sunk in deep water cannot be salvaged. It is not expected that the Lusitania, for example, will ever be lifted. Divers cannot work in more than 25 fathoms successfully, though for special purposes they may sometimes go down to 35 fathoms for a brief spell of work.

The bulk of the ships saved have been sunk in less than 20 fathoms, or have been towed inshore by rescue tugs, and have gone aground in fairly easy positions.

The salvage men face considerable risks, not only from bad weather but also from submarine attack. Only one

Young Gifford was hauling supplies to burthens along the line, when suddenly three big planes circled immediately over his head and opened up a terrific fight.

In a short time one plane shot downward in flames and crashed to earth less than 100 feet from Gifford's truck. The young Salvationist ran to the wreckage, and after desperate efforts extricated the broken and bleeding aviator, who was still alive. Two French soldiers, who had been concealed near by, ran up, and noting the condition of the aviator, raced off in different directions for a doctor and ambulance. Young Gifford held the dying airman in his arms, enabling him to lie back, and with fast closing eyes gaze at the conflict still raging immediately over their heads. The French plane put the German to rout, whereupon the English fighter with a smile relaxed and expired in the arms of the Salvationist.

Gifford states that for a month he has not had his shoes off, and that this is no uncommon occurrence with the supply drivers. He spent 24 hours under his truck on a subsequent trip when it ran off the road into a ditch,

with shells dropping around it all day and half the night.

"A rough cart track runs behind a belt of woods, and in this vicinity the American artillery is stationed. We approach one of the batteries, well hidden even at close quarters. A telephone fixed to a tree trunk rings sharply, and the captain, capless and without tunic, a megaphone in one hand, answers the call.

"Very good, sir!" He swings round to the guns.

"On barrage! Fire!" "Through the megaphone his order penetrates to every corner of the wood, and the gunners leap to their work in a moment. Crash! Crash-Crash! Crash! The guns fling out their deafening message of death almost simultaneously, and in the momentary silence between the rounds the whizz of the shells can be heard as they fly on their way to the wood where the Boche still lingers.

"It is real team work, this gunnery, nothing else describes it—the work of a team, perfectly trained, in which keenness and efficiency produce a result beyond praise. For a time salvo follows salvo. Then comes the order 'Cease fire!' and silence descends upon the battery."

HERE'S GREAT CHANCE FOR WAR PROFITEERS

Manchester, Conn.—James Veich has a hen which lays freak eggs once a week. They are usually of large size. The latest one, a double egg, measured 8½ inches in circumference and 7¼ inches around the center. In the center of the larger egg was a smaller one, the shell of which was harder than the one outside.

salvage ship, however, has been lost through enemy action.

One of the largest oil tank steamships was mined and caught fire. There was a heavy explosion and the decks were flooded with burning oil. The cargo consisted largely of benzine. Most persons would conclude that the case was hopeless. Not so. The vessel was scuttled by gun fire and thus the fire was extinguished. Then divers plugged all the shot holes, besides closing other apertures. On being pumped out the vessel floated and was forthwith taken to a repairing port.

New Pump Is Valuable.

As showing how valuable is the new submersible electric motor pump, a recently torpedoed ship which carried a cargo (mainly foodstuffs) of more than \$15,000,000 value had a hole 40 feet long by 28 feet deep in her side. She was taken in tow by rescue tugs, but went down before time had served to beach her suitably. No ordinary pumping power would have served the need, but the new type pump enabled stokehold, engine room and all her after holds to be pumped out, so that cargo could be discharged and the vessel taken higher up the beach. Then the lightening process was continued until the vessel was floated and taken into dock, practically all her cargo being saved.

The number of the ships of the mercantile marine actually salvaged by the department in two years from 1915 to 1917 was 200. All these vessels were of big tonnage. For the present year the monthly totals of such vessels salvaged were: January, 14; February, 41; March, 37; April, 36, and May, 19. Thus the department has saved 407 important vessels of the mercantile marine. This does not include vessels salvaged outside of home waters.

The larger figures of the latter period were due, not to increased enemy activity but to improved salvage methods.

Many risks are run by the divers, particularly from gases generated by decomposed vegetables and meat in the holds of sunken ships, deaths having resulted from this cause. Grain, it seems, develops sulphuretted hydrogen, which occasions blindness and violent sickness.

A chemist, however, has found a preparation which when sprayed on a rotting cargo immediately kills the gases and enables men to carry on their work in safety.

SLAPS WAR PROFITEER TWICE

Mother Hands Boastful Passenger Wallop for Each of Her Sons in Service.

Monessen, Pa.—"I'm making big money, and for my part I wish the war would keep up awhile longer," remarked a man on a street car here. A well-dressed, motherly-looking woman arose and gave the man a stinging slap, with "Take that for my son in France! And take that for my other son who is in camp waiting to go to France!" she said as she applied the same treatment to the other cheek. The man took his punishment without saying a word.

Postwoman in Wyoming.

Pine Bluff, Wyo.—Wyoming has its first woman mail carrier. Miss Elizabeth Rutledge of this place is in charge of the rural route between here and Gallio. She took the place of Herbert Foulks, called in the last draft.

POULTRY FACTS



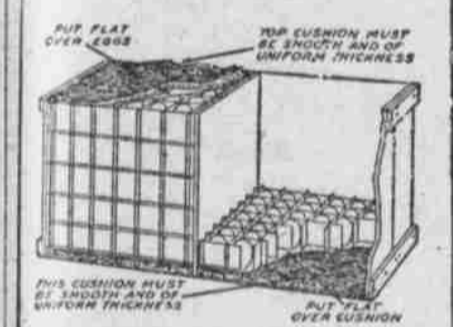
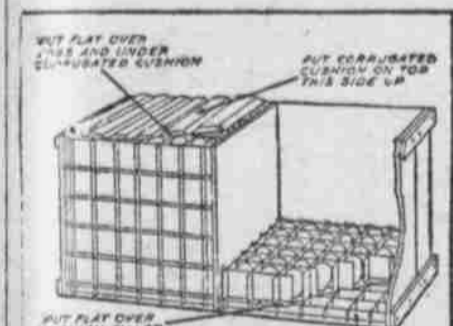
BUILD STANDARD EGG CASES

Railroad Classification Requirements Outlined—Make Compartments of Same Size.

(Prepared by the United States Department of Agriculture.)

Do you know the railroad classification requirements for a standard egg case? If not, you should; so here they are:

Standard Egg Case.—3-16-inch veneers; 7-16-inch ends and centers; 7-16 by 1¼-inch cleats; 7-16-inch center board must be nailed in middle of case.



Right Way to Arrange Strawboard, Excelsior, Cork Shavings or Cut Straw for Fillers.

The two compartments must be of the same size.

Fillers.—Hard calendered strawboard. Set to consist of ten trays and 12 flats.

Pack top of case with corrugated cushions, excelsior, cork shavings, or cut straw.

Pack bottom of case with corrugated cushion, ¾-inch cushion fillers, excelsior, cork shavings, or cut straw.

Use flat between eggs, both top and bottom.

Excelsior, cork shavings or cut straw cushions must be smooth and of uniform thickness.

Fillers must weigh three pounds for ten trays and 12 flats.

Nails.—Third cement-coated, large head.

Fifteen nails for each side—five in each end; five in center.

Fifteen nails for bottom—five in each end; five in center.

Eight nails for top—flush cleat.

Two nails for top—drop cleat.

Two nails through cleat into each piece of end.

Nails through cleats must be clinched.

SELECTION OF POULTRY FEED

Reduce Cost by Using Low-Priced Substitute Grains—Oats Are Cheaper Than Corn.

(Prepared by the United States Department of Agriculture.)

While farmers, as a rule, have fed their poultry the grain that was cheapest on the farm, many poultry specialists and most small poultry keepers have been accustomed to use their favorite poultry feeds without considering either the quality of the supply or the possibilities of using cheaper substitutes.

Under normal conditions, corn in nearly all parts of the United States is the cheapest poultry feed. At the present time, oats are nearly everywhere cheaper than corn. When corn goes down to \$1.50 a bushel, oats should be 75 cents and barley \$1.20 a bushel to give the same value for the money fed to poultry, as corn.

The common characters and conditions of grain which roughly determine their values as poultry feeds are easily estimated by the eye, or by weight or bulk in measure or containers of known capacity.

Good cracked corn is hard, bright, clean, free from soft and chaffy particles. Corn that is crushed (not cracked), and shows much soft, chaffy and scaly matter, should be rated proportionately below good cracked corn in feeding value. Cracked corn in which any considerable amount of greenish discoloration appears should be rejected as unfit for poultry.

Oats with the hulls on are at once seen to contain more indigestible matter than corn and wheat. Again, the indigestible hulls covering oats make that grain less palatable to poultry and its feeding value must be discounted.

Oats weighing less than the United States standard of 32 pounds to the bushel should be discounted in price according to the shortage in weight, while for weights above the standard the usual discount in price may be reduced.

Orchard Information DAIRY

PEACH SCAB IS DESTRUCTIVE

Disease May Be Successfully Combat- ed by Applications of Self-Boiled Lime Sulphur.

(Prepared by the United States Department of Agriculture.)

Peach scab, next in importance economically to the destructive brown rot among peach diseases in the United States, may be successfully controlled at small cost by the use of sprays of self-boiled lime sulphur or sulphur paste. Before such control measures were made use of by commercial peach growers it appeared that the disease would inflict heavy losses by making impossible the cultivation of certain varieties of peaches in many of the important peach-growing regions east of the Rocky mountains.

Peach scab attacks fruit leaves and twigs, manifesting itself on the fruit in serious spotting and cracking. It brings about only superficial injuries to the twigs and leaves. When the spots are fully developed on the fruit, they are fairly well defined, circular, greenish to black areas. The spots may be more or less uniformly scattered over the upper surface of the fruit or may become so abundant as to form large patches.

Though the spraying schedule might be somewhat different if scab only was to be guarded against, the following spraying plan should be followed for combating this disease and also brown rot and the plum curculio.

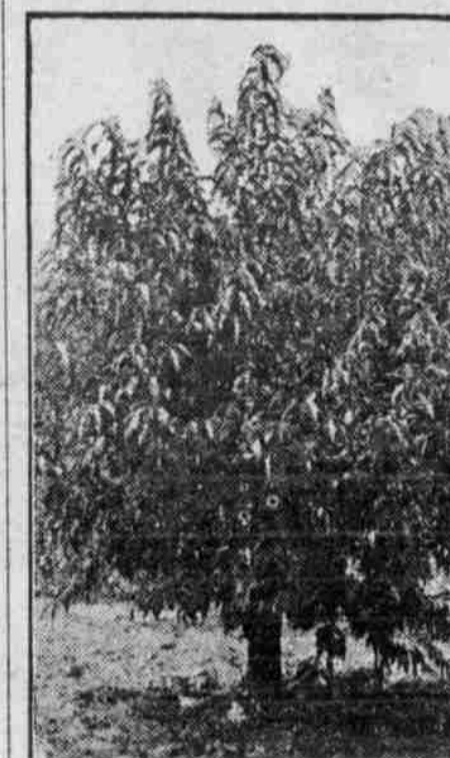
Early Varieties.—The early varieties, such as the Greensboro, Carman, Hiley, and those with similar ripening periods should be sprayed as follows:

(1) With arsenate of lead and lime about ten days after the petals fall. This application may be omitted in sections where the curculio is not a serious factor.

(2) With arsenate of lead and self-boiled lime-sulphur or finely divided wettable sulphur about a month after the petals fall. If the latter type of fungicide is used, the addition of lime as in the first treatment, may be a desirable precaution against arsenical injury.

(3) With finely divided wettable sulphur or self-boiled lime-sulphur three to four weeks before the fruit ripens, but not less than four weeks before harvest if self-boiled lime-sulphur is used.

Midseason Varieties.—The treatment recommended for early peaches is applicable, likewise, to midseason varieties, such as the Reeves, Belle, Early Crawford, Elberta, Late Crawford, and Fox. For such varieties, however, the third application is very



Peach Tree With Strong, Well-Supported Limbs.

essential and should not be omitted where brown-rot or scab injury is serious.

Late Varieties.—The Salway, Heath, Bilsen, and varieties with similar ripening periods should be treated as midseason varieties, with the addition of an application of the fungicide alone about a month after the second treatment.

The following concentrations of spray preparations are recommended: Arsenate of lead paste, 1½ pounds (powder, three-fourths pound) in 50 gallons; stone lime, 2 to 3 pounds in 50 gallons; self-boiled lime-sulphur, 8 pounds of lime and 8 pounds of flour of sulphur in 50 gallons; and finely divided wettable sulphur, 5 pounds in 50 gallons in the case of the paste (approximately 50 per cent sulphur), used in the foregoing experiments.

Where curculio infestation is not severe, finely ground sulphur and powdered arsenate of lead applied as a dust mixture may be substituted for the liquid spray in the second application. The finely ground sulphur without the arsenate may be substituted in the third application. Sulphur of such fineness that it will pass through a 200-mesh screen, when applied as a dust, is an efficient remedy for scab. It is a promising remedy for the control of brown-rot but its efficiency is the control of severe cases is as yet uncertain. The arsenate of lead-sulphur dust is composed of 10 pounds of the former to 90 pounds of the latter.

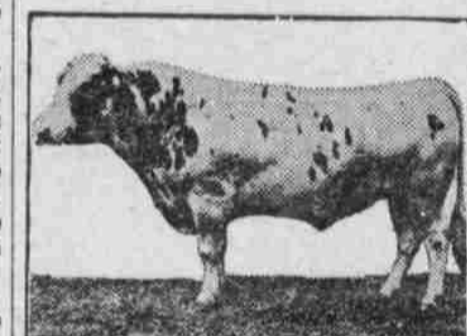


GET LARGE-PRODUCING COWS

Purebred Bull and Only Best Heifers From Best Cows Should Be Chosen for the Dairy Herd.

(Prepared by the United States Department of Agriculture.)

Breeding furnishes the most economical way to obtain large-producing cows. The purebred bull, with generations of high-producing ancestors back of him, must be used for breeding, and only the best heifers from the best cows should be chosen to be the dams of the next generation. Pure breeding alone does not make a good sire. The purebred sire should come from a long line of high-producing ancestors. If an old bull is selected he should have high-producing daughters. Two courses are open to the dairyman when buying a herd bull; he can purchase a young bull from a good, milk-producing stock, or he can purchase an old and tried bull. In either case the bull should be healthy and from a herd free from disease; he should have a good constitution and be of good conformation. In selecting a young bull



The Tried and Proven Bull Is the Best Investment.

the buyer should choose one whose female ancestors have uniformly high records of production, since this indicates that high production is a fixed characteristic of the family. Careful attention should be given to the record of the young bull's dam, and after that to the daughters of his sire. The records of closely related animals are of far more importance than the fact that the pedigree may include, three or four generations back, some exceptionally high-priced animals.

The tried and proven bull is the best investment. When a bull's daughters are larger producers than their dams, he has improved the herd. Many good bulls, however, are sacrificed before their worth can be determined, which means the continual use of young bulls whose real value is not known. The sire should be kept until his daughters have shown his worth, and if he is a herd improver he should be kept in the community as long as he is useful.

The owner of a large herd of cows can well afford to own a first-class bull, and the bull association has now made it possible for the owner of a small herd to own a share in a good, well-bred bull. A co-operative bull association is a farmers' organization whose chief purpose is the joint ownership, use and exchange of high-class, pure-bred bulls. If skillfully managed these associations show to be eventually the greatest single factor in the upbuilding of our dairy herds. The typical co-operative bull association is composed of from 15 to 30 farmers. It jointly owns five bulls, and divides its territory into five breeding blocks, to each of which one bull is assigned. As many as 50 or 60 cows may belong to the farmers in each block, and the bull should be kept at some farm conveniently situated. The blocks are numbered from one to five and to prevent inbreeding each bull is moved to the next block every two years. If all the bulls live and if all are kept until each has made one complete circuit, no new bulls need be purchased for ten years. In that way, paying only a small part of the purchase price of one bull, each member of the association has the use of good, purebred bulls for many years. In one association having more than 100 members the original cost to each was only \$23. In another association of 50 members the average investment was \$25. It is possible for each association to continue for ten years or more without other additional cost than the maintenance of the bulls.

Most of the milk in the United States is produced in small herds containing four or five cows. Purebred bulls are comparatively few in number, and expensive. It is, therefore, impossible for each dairyman with a small herd to own a purebred bull. Because of the expense it would also be impracticable to buy such a bull for a small herd. It would further be uneconomical to limit the use of a good bull to a few cows, when his use could be extended to a greater number of cows. If purebred bulls could be used in all the grade herds, in a single generation all the offspring would be at least half purebred and would show immense improvement. By means of the bull associations it is possible for small herds to have the advantage of good purebred bulls at the minimum of cost.