

# DO A GREAT WORK IN OSTEND DISTRICT

Engineers Speedily Reconstruct Roads and Bridges Wrecked by Shell.

## SOLDIERS WORK IN THE RAIN

Correspondent Describes Trip to Ostend—Finds Roads Once Badly Torn by Shells Almost as Good as New.

American Press Headquarters, British Front.—We had an impressive illustration today of the accomplishments of the engineers in this war when we drove into Ostend.

The chief of the American mission at Belgian headquarters had warned us dramatically against an attempt to make the trip. At least three days would be required, he said. The roads were torn up by shells and mines and congested with troops. Yesterday a light car had taken twelve hours to make twenty miles. But we started out and had as smooth a road as any boulevard in the middle West for the entire distance. There were several places where we had to make detours through villages, and as the dozens of bridges across the canal near Ostend were all blown up we had to drive on about five miles to a temporary bridge. We averaged about thirty miles an hour.

### Soldiers Work in Rain.

Most of the road was kept up by British labor battalions, excepting the section near Christel, through the awful Flanders swamps, where Belgian soldiers worked incessantly in a driving rain. We heard they had worked all night without rest, and so automatic had their operations with pick and shovel become that they did not stop to look up when our speeding car threw slimy mire all over them. For a camp they used the long lines of German pill-box forts. At one place we saw about twenty of these squat chambers, with walls three feet thick and made of concrete, re-enforced with steel pipes. Direct shell hits apparently bounced harmlessly off these forts. The twenty pill boxes in sight were in a straight row, and behind them were a half-dozen larger ones to protect the rear.

When we had passed the desolate waste of water, mud and swamp reeds and got into other lowlands that had been drained and tilled we saw more pill boxes in a reserve line. A Belgian peasant was using one as a chicken house, and the low apertures for machine guns lent themselves readily as entrances and exits for the fowls. Descendants of these chickens should be in the old family home for

a thousand years hence, or, say, a million years. Pill boxes are something that will stand almost everlasting age.

The scores of drainage sluices across the roads had all been covered with temporary bridges by the Belgian engineers following up the German destroyers. These bridges and culverts are not as neat and workmanlike as the ones the British and Americans build, but they hold the traffic, and that is the important thing just now.

Through the suburbs of Ostend we passed cheering Belgians dressed for church. The people were so prayerfully grateful to the British that they did not seem to mind the mud we spattered all over them. Many of them ran off the road behind trees, and from their mud screen shouted greetings to the English. As the extraordinary Flanders mud would even squirt up to first floors of houses many of the people, learning from experience, had taken to second stories, from which they clapped their hands and waved flags. The only damage we saw in Ostend was the wreckage of the marine and railway stations and the shattered glass in buildings on the sea front, due to the air concussion from British monitors pounding the retreating enemy.

The piers leading out into the sea from the harbor basin showed effects of British shells and bombs, and near

## Hat Check Pirate Is Put in "Please" Class

New York.—The hat-check pirate in Gotham has been relegated to the "please" class rather than that of "pay me."

District Attorney Swann has decreed that the practice of tipping hat-check boys or girls is not compulsory—in fact, should be classed as "nonessential."

The opinion followed the complaint of a cabaret customer "whose \$3 hat has already cost him over \$14" and who was called a "piker" by a check boy when he refused to check his hat and coat.

at the end of the pier was the gallant old *Vindictive*, after its magnificent part in the Zeebrugge bottling-up exploit, where she served as a boarding ship and carried the great superstructure to permit British marines to climb on the Zeebrugge mole, had been filled with concrete and sent in to block Ostend as U-boat and destroyer base. The *Vindictive* made it impossible for six large ships to get into Ostend, and the Germans, just before the retreat, tried to complete the work by sinking a mail ship alongside the *Vindictive*.

However, there is still room at high tide for small relief ships and barges. In fact, we saw a converted trawler of the American Red Cross already in the harbor, as well as many similar British ships.

# FOCH HAS ALWAYS BEEN VICTORIOUS

Served His Country With Love, With Ardor and Felicity.

## FRANCE HAS GREAT LEADERS

Marshal of France Is Wonderful Title and Most of Those Who Have Held Baton Have Been Wonderful Men.

Paris.—What title in all this world calls up such heroic memories as that of marshal of France? It is a wonderful title and most of those who have held the baton were more than wonderful men. In every other army a field marshal is a grade, but the French army has no field marshal; it has simply the title of marshal of France. The regulations of the French army prescribe that the title of "maréchal de France" is not a grade, but an honor. This expresses

all military excellence in a general, who does not outrank his colleagues, but who by some deed or deeds has brought particular distinction on himself or his armies.

The first battle of the Marne was the reason why General Joffre became a "maréchal de France." Today there are only three "maréchaux" in all France—Joffre, Foch and Pétain. The marvelous strategy of Foch stands out more clearly every day. Napoleon had many "maréchaux," all of them prodigies of valor and some of genius—Massena, Lannes, Soult, Murat, Ney and others. The emperor made them either dukes or princes or both, and sometimes kings. But with all their glory I doubt if any one of them has rendered such signal service to their country—certainly not to humanity—as have Joffre and Foch.

### Gallieni's Great Feat.

General Gallieni, the former governor of Paris, would have been made a "maréchal" had he only lived long enough to receive the honor due him. It would be a beautiful idea if the government of the French republic created him a marshal even now, and inscribed on his tomb: "Gallieni died in the service of his country. General de Division—Maréchal de France." It might not do the general any good, but it would please the army and the entire country, while it would render justice to an immortal name and would be a fitting tribute to a great and good soldier, though whether they call him general or marshal or drum major makes little difference. Gallieni's name rests secure in his 30-word proclamation and in safekeeping of 40,000,000 free Frenchmen, for whom he did more than any other one man to retain their liberty at a critical time. He will live forever in the heart of the French "poilu." He was too good a soldier to ask anything better than that.

### Joffre Won at the Marne.

Marshals Joffre and Foch, as the world knows, are also great soldiers. For three long years Joffre withstood the fearful onslaught. He never murmured, though he had terrible difficulties to endure. He husbanded his small armies while we prepared ours. When his task was done and the battle of the Marne gained, Joffre retired from activity with the great honor he had hardily won.

Foch has always been victorious. He has served his country with love, with ardor and felicity. To his fine character he adds great ability. He has been preceded by a list of names which have illuminated the history of France and mankind during the centuries.

## Dog Flesh Is Valued at \$125 Per Pound

Seattle, Wash.—Dog flesh valued at \$125 a pound is the subject of a suit in the superior court here.

"Champion Impy," a Maltese with a gross weight of eight pounds, is valued at \$1,900, according to allegation in a complaint on file. He is declared also to be the only English champion of his breed in America.

The complainants declare they left the dog with the defendants for treatment in June, 1918, and now, although the animal is cured, the champion is withheld from his rightful owners.

All importations of coffee into this country are now under the direction of the United States sugar equalization board.

# Highway Improvement

## INTELLIGENT USE OF DRAGS

Benefits to Be Derived From Their Use Not Generally Understood in United States.

(Prepared by the United States Department of Agriculture.)

When it is appreciated that of more than 2,000,000 miles of public roads in the United States only about 200,000 miles have been given a hard surface, and of these 200,000 miles approximately one-half are surfaced with gravel, the importance of every effective device for maintaining the sim-



Side View of Split-Log Drag.

pler types of roads becomes readily apparent. It should be observed in this connection that a large part of our total mileage of public roads is entirely unimproved and that the road drag is of little use in improving sand or clay roads which have never been crowned or drained. A much larger part, however, has been sufficiently improved to make the work of the drag effective, and it is unquestionably true that the magnitude of this part is steadily increasing.

Notwithstanding the fact that road drags, made of wood or a combination of wood and metal, have been in use for at least two generations and were described in a text book published as early as 1851, the benefits to be derived from using them are, even now, far from being generally understood. This fact is thoroughly evidenced by the prevalence of very unsatisfactory roads upon which considerably more money is annually expended in hauling materials to fill holes and ruts than would be required to maintain the roads in good condition by the intelligent use of a road drag.

## PROTECT ROADS IN WINTER

Water and Not Cold Is Cause of Injury to Highways, Even Those of Best Construction.

The department of agriculture calls attention to the fact that water and not cold is the cause of injury to roads in winter, even those of the best construction. It is obvious, therefore, that it is a matter of economy, from every point of view, that roads should be as dry as possible when winter comes on. During the fall the road should be carefully gone over and all ruts and hollows that can hold water solidly filled in to make the camber of the road surface such that it will drain quickly and thoroughly. Standing pools at the side of the road should also be drained, as they tend to soak and soften the foundations of the road, which may result in bad "heaving" when a freeze comes.

## HIGHWAY MODEL IS UNIQUE

Made to Show Just How Relocation of Roads Better Conditions in Traveling.

The relocation of old roads seems to be something mysterious and uncanny to so many taxpayers that the Pennsylvania highway department has had an unusual model made to show conditions. This model measures six by five feet and was made by a specialist in such work at Washington. It is in relief, with roads, fields, houses, trees and other features of the landscape reproduced to a correct scale. On it are shown three types of poorly located roads frequently found and the proper method of relocating each so as to provide satisfactory grades and connect the terminal points in the most direct manner. The model also shows three types of road construction.

## RESTORATION OF OLD PHRASE

Much Has Been Said About "Great Railroad Centers," Now Speak of "Highway Centers."

During the past half century there has been much in the prints about "great railroad centers." A new phrase is gradually but surely coming into use—"great highway centers." It is the restoration of a phrase that is more than 4,000 years old, but it has an entirely modern meaning.



ANOTHER LEAF By HELEN M. RICHARDSON

Within life's book another leaf is turned; Today we face a new and untried year, Its secrets and its purpose all unguessed. No hand may lift the veil that hides from us Success or failure, and no feet save ours May tread our pathway, do our several tasks. We step into the New Year's outstretched arms, And wonder if with all her luring charms Truer she'll prove than one we leave behind. What we have gained from wrestling with defeat, Mayhap will give us strength new foes to meet With greater courage. Come, then, storm and stress, Defeat and failure, or joy's magic spell, To each or all the new year holds in store We reach our hands in welcome, for we know Our truest blessings from our failures grow, And that our share of happiness will be What we acquire through self-mastery.

—Farm Journal.

## A NEW YEAR SERMON

By REV. JAMES M. GRAY, D.D.

AND now, Lord, what wait I for?—Psalm 39:7.

Another twelvemonth has almost gone, and we are yet in the land of the living. If we give this serious consideration, we must regard it as remarkable. Some think death the strangest wonder of human history, but is not life stranger? When we reflect upon our frame, and the shocks of life it must endure, must we not exclaim with Young,

"What wait I for?" The mystery of being here is not profounder than the mystery of staying here. Let us ask God the question. The psalmist felt he could not trust his own conclusions, and so he said, "Lord, what wait I for?"

It may be you are waiting to be saved. God is not willing that any should perish, but that all should come to repentance and live.

"O Ephraim, how can I give thee up, how shall I leave thee, Judah?" Behold him weeping over the Holy City.

"O Jerusalem, how often would I have gathered thy children together, as a hen gathereth her brood under her wings, and ye would not!" He is so pleading with some of you today. To go back no farther than the past year, has there been no sermon, no invitation or warning, no supplication or exhortation, that has appealed to your intelligence, or moved your emotions, pleading with you to accept Christ? Have you lost no friend or neighbor by death during that period? Have you had no escape from bodily peril or no illness to remind you of the uncertainty of life? Can you conscientiously say that in all these respects God has left you alone? Has he done not a thing to startle you out of your false security, to convince you of sin, to invite you to the Saviour? I repeat, has God left you absolutely alone? Ah! you cannot say that he has.

"How long halt ye between two opinions?" God pushes for a decision, and an immediate reply. "Today, if ye will hear his voice, harden not your hearts."

It may be you are waiting to hear fruit. You are, by the grace of God, already saved, let us suppose. But for what purpose were you saved? Since God loves you with a "love that passeth knowledge," and since "to depart and be with Christ were far better" than to remain here—why did he not call you to himself at your conversion? Why are you here instead of enjoying your Redeemer's presence? There must be some reason. "Ye have not

chosen me," said Christ, "but I have chosen you, and ordained you, that ye should go and bring forth fruit, and that your fruit should remain." May it be to give you another opportunity to glorify his father by bearing fruit, that you are still here?

It may be you are waiting to be perfected. I ought to explain this, because there is a sense in which every true Christian is perfected the moment he accepts Christ as his Savior. He is perfected in that he is both justified and sanctified; his sin is put away, and by the Holy Spirit he himself is set apart for God forever. The New Testament is very clear on this; notice Paul's words in his epistle to the Colossians, for example,

"What, then, do we mean by saying we may be waiting to be perfected? Do we mean the attainment of a state of sinlessness this side of heaven? No; for if a Christian lived to be as old as Methuselah, would he not still require to pray, 'Forgive us our trespasses as we forgive those who trespass against us?' We only mean that perfectness, in the sense of a ripeness for the sickle, which comes in the lives of some as if a crown of glory had been vouchsafed to them even before they passed into the unseen.

And so may it be with some of you. Though now your pruning, your digging, and perhaps your growing days are over, yet the quiet but potent rays of divine grace are accomplishing a maturity in your experience, so that your Christian life never will have been so attractive as in the hour that you depart hence. "We all do fade as a leaf, but the fall of you, ye glory-crowned ones, is to be illumined by the grandeur of an autumnal sunset.

God bless you, aged brethren! God bless you, young and old, rich and poor, saint and sinner! May you have a "Happy New Year" in the highest and truest sense. "Happy is the people whose God is the Lord." Accept him, serve him, wait for him. It is only as we stand in such relationship to him that, after employing the psalmist's question, "And now, Lord, what wait I for?" we can confidently apply the consolation in his words that follow, "My hope is in thee."

### A NEW YEAR BUDGET.

The thousand cheery words I never spoke— The kindly deeds I always meant to do— The letters planned—alas! but never penned! I send them now—my New Year gift to you!

Oh, very heavy is the pack, my dear! Yet courage comes to me this blessed day! So please accept one whole delinquent year Of loving things my heart would do and say!

—Laura Simmons.

### Advice to a Bondholder.

"I'm glad to see you have bought Liberty bonds, my son." "It was my patriotic duty to buy them, father." "Quite so. But just because you happen to hold a few government securities, don't get the idea that you have to keep in touch with Wall Street."—Birmingham Age-12-raid.

## WHERE CROWN PRINCE SAW HIS MEN WHIPPED



When the American troops captured the hill and village of Montfaucou they discovered an observation post in the upper part of the house that is seen in the photograph, from which the crown prince is supposed to have watched the slaughter of his troops during their futile attack on Verdun in 1916.

## LIBERTY FUEL GIVEN O. K.

Tried in Extensive Tests and Proves Success.

Used in Everything From Trucks and Tractors to Airplanes, Say Inventors.

Washington.—"Liberty fuel," the substitute for gasoline developed by Maj. Oliver B. Zimmerman and Capt. E. C. Welsgarber of the gas and oil production division of the war department, has proved its practicability in extensive tests in automobiles, motorcycles, motortrucks, tractors, stationary engines and airplanes.

The net results, said Major Zimmerman, "showed that although checked against every commercial grade of gasoline in the highest types of gasoline engines, refined to the limit of engineering knowledge and with

no change in the carburetor, it nevertheless develops a greater thermal efficiency than the best gasoline."

The new fuel can be produced in varying grades to meet the requirements of the several types of gasoline motors. Unlike gasoline, which is largely all of one grade, the new fuel can be manufactured specially for motorcycles, trucks, tractors, airplane engines or any other type of gas engine.

"It will be possible in the future for a person to drive up to a filling station and secure exactly the grade of fuel required for his particular machine. This will result in more satisfactory service from every gasoline machine in the market and give the motor owner a maximum of efficiency for a minimum of outlay."

Other government experts who have witnessed tests of the new fuel are highly enthusiastic regarding its future possibilities.