

END TERROR BY ZEPPELIN RAIDS

Explosive Bullets Fired by British Airmen Conquer Hun Airships.

HAD OWN WAY FOR WHILE

Until Invention of New Weapon German Gas Bags Roamed About Over England at Will, Weather Permitting.

London.—Britain conquered the Zeppelins with explosive bullets. Until the invention of this weapon Zeppelins roamed about over England at will, weather permitting. The first air raid upon London was by Zeppelins. This was May 31, 1915, and until the explosive bullet came into defense work the Germans came over in their rigid gas bags as their pleasure dictated. The British had no Zeppelins then for counter-attack and the airplanes they possessed were helpless, because they could not fly high enough quickly enough.

On one occasion when Zeppelins were above the city British aviators, as usual, went up to engage them. But the British flyers could only attain 15,000 feet altitude. There they sat, looking up at the monsters far above them, the machine guns of the airplanes being as useless as toy pistols. That is the real reason why Britain built fast, high-climbing airplanes. She had to outdo the Zepps. She won, soon having airplanes that could reach 20,000 feet or more, above which distance Zeppelins could not work effectively. These high-climbing fighting planes, together with the explosive and incendiary bullets, made England too hot for the airing of a Zepp.

The leader of the Zeppelin raids on London was Commander Peter Strasser, who had unbowedly intred for England. He had an iron nerve and in Germany was regarded as an authority on air raids against England. He met his death on August 4, last year, in the Hun's largest Zeppelin, off the English coast. An explosive bullet ended his journey.

To keep out of range of ordinary anti-aircraft fire the Germans enlarged their Zeppelins from 750,000 to about 2,500,000 cubic feet, thus increasing ascent abilities. But this was quickly countered by improved defense methods in Britain. The Zepps carried about 4,500 pounds of bombs each.

The first time the Zeppelins visited London the people took it as a great joke, flocking to the housetops to see the incendiary bombs that were dropped. Only six persons were killed in the initial raid, although 90 incendiary bombs were heaved overhead.

The men in the later type of Zeppelins were provided with parachutes.

The captain and navigating personnel were supposed to jump from the forward gondola and the crew, generally about twenty men, from the engine and midship cabins. In the face of disaster, however, there is no record of any member of a Zeppelin crew having saved himself by this means, either because the machine became too quickly enveloped in flames or fell too rapidly for the parachute to open out. The Zeppelins usually set out from Germany in the morning and timed their arrival off the English coast about dusk. The fate of Strasser's ship was sealed because he arrived too early, being spotted above the horizon by a British lookout.

Penetrate Heart of England.
There evidently was no concerted action among the Zeppelin raiders, each acting more or less independently. They selected targets upon which they could unload their bombs uninterruptedly, if possible, and then flee. They often penetrated into the heart of England.

Six Zeppelins were brought down in England, the first by Lieut. Leeke Hobson at Cutley. He was awarded the Victoria Cross. The incendiary

Three Pairs of Twins Didn't Bring Happiness.

Cleveland, O.—Children usually hold the home together, it is said. But three pairs of twins, now aged ten and seven years and three months, respectively, failed to avert a divorce suit filed here by Mrs. Elsie Kuntz, their mother. She complains that the children's father neglected her and the twins and was cruel.

machine gun bullets which he used had been issued for the first time only the day before the raid, September 2, 1916. The second Zeppelin was brought down in flames at Great Bursted. Out of 13 Zeppelins which raided England October 19, 1917, the Germans lost four. One descended at most intact near Mersea Island, at the northeast corner of Essex. Another was brought down in flames near Potter's Bar, and two other Zeppelins were forced to land, but the crews destroyed their ships.

After Germany saw the futility of sending Zeppelins against explosive bullets (and Zeppelins could not be protected against that device) she instituted Gotha raids.

But Britain beat her at her own game.

CONCRETE NOSE ON EAGLE BOATS

New Type of War Craft Equipped With Powerful Light Guns.

CARRY CREW OF EIGHTY MEN

Long, Gaunt Weapon of War, of All-Steel Construction, With the Exception of the Concrete Base—Vessel Is Compact.

Detroit, Mich.—A long, narrow wedge, with a steel-increased nose of solid concrete, tapered to a knife-like edge, forming a considerable part of its total length of 204 feet, and declared to be capable of crushing any submarine—such is the Eagle, designed originally to help rid the seas of the menace of the German U-boats.

Contrary to popular belief, the Eagle is not a motorboat, but an oil-burning, steam turbine-driven craft with a cruising radius of 5,000 miles. The Eagle is not a thing of beauty; beauty was not contemplated in its construction. It is a long, gaunt weapon of war, of all-steel construction, with the exception of the concrete nose.

Another popular impression that has been shattered is an idea that the Eagle boat is equipped with torpedo

tubes. The submarine chaser was not intended to combat the major instrument of German ruthlessness with its own weapons. It was designed to depend rather upon its maneuvering qualities, its powerful light guns and a new American invention for directing its fire at unseen objects.

Its crew, including operating and fighting complement, numbers approximately 80 men. To the observer, the first impression of the Eagle boat is one of wonder that a craft so narrow can possess buoyancy sufficient to keep it upright in heavy seas. Despite its length of more than an average city block, the craft has a beam of only 25 feet, and draws when fully equipped less than ten feet of water.

Its seaworthiness has been demonstrated in the official trials, according to reports to the navy department. While it is admitted the Eagle does not make the speed of the average destroyer, it is claimed that it can outdistance most submarines and the razor-like edge of the bow silently but eloquently tells what would have happened had it come in contact with the German undersea pirate.

Vessel Is Compact.
Built with utility as its prime purpose, seemingly not an inch of space is wasted in the fitting of the vessel and not an ounce of superfluous weight enters its construction. When dropped into the water ready for the installation of its engines, guns, etc., less than 200 tons of material have been riveted together to shape the Eagle boat.

The plates that form the shell of the submarine chasers vary in thickness from one-fourth to three-eighths inch, and not a single forging or rolled beam enters their makeup. Everything is pressed from sheet metal, cold, by means of machinery that cuts every piece to an exact pattern, punches rivet holes and bends the interior part to required shape.

Amidships rises the deckhouse topped by the pilot-house, with radio quarters, and above all the conning tower, with the crew's nest at the highest point. Except for this superstructure, the deck of the Eagle carries always the "stripped-for-action" appearance.

Beware of Stocking Bank.
Tarentum, Pa.—Grocers who feared thieves and had little faith in their strong boxes were sometimes known to hide their receipts overnight in the beans, but it took a local man to disclose that dry goods merchants sometimes use stockings for the purpose. As usual, the stocking as a bank proved a failure. The store doors were thoughtlessly opened too early one day recently and a customer made away with a real Christmas stocking worth \$117 concealed in the foot.

WASHINGTON SIDELIGHTS

What's This—No Capital City of Washington, D. C.?

WASHINGTON.—Senator Henry L. Myers of Montana introduced a bill (S. 5237) the other day of which the first section reads as follows: "Be it enacted, etc., That that city and community and all thereof situate and now being within the District of Columbia is, and shall be, known and designated as the city of Washington, and the boundaries of the District of Columbia, now and heretofore established by law, are, and shall be, the boundaries thereof; and said city shall be and is the capital and permanent seat of government of the United States."



"Mr. President," said Senator Myers in part, "those who are authorized in law claim that there is no city of Washington; that it has no existence whatever; that the supposed city of Washington is wholly a myth. From time immemorial, at least from the time of the location of the permanent seat of government of the United States in the District of Columbia, all executive documents, all proclamations and messages of the president have had appended thereto the words, 'Done at the city of Washington,' on a certain date; until a few months ago, when some one in official life, who claims to be authority on the subject, informed President Wilson that there was no city of Washington. Since then the president has been appending to his official documents the words, 'Done in the District of Columbia' on a certain date.

"It seems to me that the people of the United States ought to take sufficient pride in their capital to have it located in a city, and for the city to have a name, but it can only be given a name through congressional action. It has none at present. There is a post office here called 'Washington,' but the fact does not give a name to the city or community around it." The bill was referred to the committee on the judiciary.

Attention, Hunters! No Duck-Shooting This Spring

THE Associated Press sent out a hundred words or so the other day from here to the effect that the federal migratory bird act of 1913 had been in effect declared invalid by the Supreme court, which dismissed on the government's motion an appeal from a decision of the Arkansas federal district court holding the act unconstitutional.

The boss must have been away that day, for the statement, though true in every particular, was as misleading as it is possible in the absence of the few necessary words of explanation. In consequence of the dispatch a chorus of jubilation went up from several duck-hunting points.

"Hurrah!" cried the duck-shooters, "we told you that law was unconstitutional. Now we'll have spring shooting as usual."

All wrong. Pot-hunters, market-hunters, game-hogs and imitation sportsmen should note that the federal migratory bird law is still the law of the land, that it is in full operation and that it will be enforced this spring as never before.

The case in question is known as the Shauver case. The doctrine of "state rights" is still strong in Arkansas and the court there was of the opinion that the regulation of game belongs to the state and not to the federal government. The federal government appealed from the decision to the Supreme court.

In the meantime sportsmen, statesmen and bird-lovers got together. They consulted the master-mind of this country—naming no names. The result was that the United States and Canada made a treaty containing the provisions of the act and that congress ratified the treaty and passed an enabling act putting its provisions in force.

So when the Shauver case came before the Supreme court the operation of the treaty had made the constitutionality of the original act an academic question. The court did not consider it on its merits and dismissed the government's appeal at the government's request.

The war being over, Uncle Sam will now have a chance to enforce this national law in those few places where public opinion runs to the contrary.

How Belgian Women Punish Unfaithful Sisters

MANY are the scars left by the great war. Stories are coming from Belgium of the way in which the women are imposing their own penalties upon the unfaithful of their own sex who revealed to the enemy during the German occupation. In Ostend, for example, the faithful have just put the brand upon the twenty-first unfaithful woman. In Bruges scores have paid the penalty, and it is the same in other Belgian cities. More than 600 women, it is stated, escaped by joining the fleeing Germans. Here is the description of an eyewitness of a scene in Ostend:

There was a sudden shriek from a woman standing close by the tower of the railroad station. A girl was seen darting across the wide stretch of cobblestone toward the canal, shrieking every few steps.

From all directions came other women and girls. Men followed. Some of them grinned. They were making no effort to catch the girl. The pursued scurried into the wreckage of a house blown up by a bomb. They formed a large circle. The girl fought for a few seconds, but three sturdy young women held her hands.

Two women stepped out from the ring. One of them drew a pair of scissors from her shawl. She chopped the girl's hair off short, straight across on a line between the lobes of the ears.

The girl was turned loose. Her hair was thrown into the canal. The women opened the circle to let her go away, pulling their skirts around them and looking at her as only women can.

This young woman escaped easily. Others fare much worse. In many cases the women so punished by their sisters have pieces cut from their ears and slashes made in their cheeks.

One wonders how just are the punishments. Are extenuating circumstances considered? And as to these the imagination opens up wide fields.

New Underground and Through-Water Wireless

HOW underground and through-water wireless was put into practical use during the war was disclosed by navy department officials, giving to the public another of its secrets, carefully guarded so long as it might have been of value to the enemy. Government officials regard this development, originated in private research by James H. Rogers, a scientist of Hyattsville, Md., as one of the war's major scientific advances of the kind.

In practical use the new system so far is employed only for receiving. Radio messages sent out from powerful stations in Europe are now being read at underground receiving stations in the United States, and in some cases better than when caught by the elaborate and expensive air stations, department, through an adaptation of the Rogers theory submarines under water were intercepting radio signals sent from shore, and with crude apparatus the scientist has succeeded in transmitting signals two miles from a submerged wire, simulating a submarine. Officials say it is possible, although not yet an accomplished fact, that ground or water sending can be developed to a considerable extent. They do not anticipate that the present method of sending from high towers will be superseded.

In war a great advantage is that submarines receive messages while submerged. This was done by wires trailing in the water.



DIPPING THEIR COLORS IN THE RHINE



Men of the Second Moroccan division of the French army celebrating their occupation of the town of Hunique by dipping their rifles in the Rhine.

Parson Bags 2 Bunnies in One Shot—Well?

Woodsfield, O.—Are a minister's "fish stories" and hunting stories to be discounted as are those of other men of probity, or must they be believed?

This is a question which the friends of Rev. Edwin R. Romig, a Methodist minister of this village, are asking. He came in recently with two rabbits. He shot at one setting and bagged another which ran behind it, he declared.

"Kicked" by His Auto.

St. Clairsville, O.—It is expected that legislation favorable to owners of automobiles will be swatted during the present session by D. Allen Bond, representative from Belmont county. While cranking his little car recently the thing kicked him, breaking his arm.

TOLL OF AIRSHIP RAIDS

London.—In raids on the United Kingdom by the Germans during the war 5,511 persons were killed or injured, of whom 4,750 were civilians. An official summary of the casualties caused by German airships, airplanes and bombardments from the sea shows these casualties among civilians:

Killed, 554 men, 411 women and 295 children.

Injured, 1,508 men, 1,210 women and 772 children.

Three hundred and ten soldiers and sailors were killed and 551 were injured.

There were 51 raids by airships causing the death of 498 civilians and the injury of 1,230 and the killing of 58 soldiers and sailors and the injuring of 121.

In 50 airplane raids 610 civilians were killed and 1,650 were injured. In these raids 238 soldiers and sailors were killed and 400 injured.

In 12 bombardments from the sea 143 civilians were killed and 604

wounded, while 14 soldiers and sailors were killed and 30 injured.

The greatest losses inflicted by Zeppelins were in raids on Norfolk, Suffolk and the home counties of London on October 13, 1915, when 54 civilians and 17 soldiers and sailors were killed, and in West Suffolk and the midland counties on January 31, 1916, when 70 civilians were killed and 112 injured. The raid on Lincolnshire, Essex and Suffolk on March 31 of the same year caused the death of 17 civilians and 31 soldiers and sailors.

The most serious airplane raid was that of Margate, Essex and London on June 13, 1917, when 158 civilians and 4 soldiers and sailors were killed.

The only bombardment from the sea in which there were heavy casualties was that on Hartlepool, Scarborough and Whitby on December 10, 1914, when 127 civilians and 10 soldiers and sailors were killed and 567 civilians and 25 soldiers and sailors were injured.

DANDRUFF MAKES HAIR FALL OUT

A small bottle of "Danderine" keeps hair thick, strong, beautiful.

Girls! Try this! Doubles beauty of your hair in a few moments.



Within ten minutes after an application of Danderine you can not find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most will be after a few weeks' use, when you see new hair, fine and downy at first—yes—but really new hair—growing all over the scalp.

A little Danderine immediately doubles the beauty of your hair. No difference how dull, faded, brittle and scraggy, just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable lustre, softness and luxuriance.

Get a small bottle of Knowlton's Danderine for a few cents at any drug store or toilet counter, and prove that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that's all—you surely can have beautiful hair and lots of it if you will just try a little Danderine.—Adv.

Over the Alps Via Auto.
A Swiss company has spent a large amount for road improvement and equipment and plans to carry passengers over some routes in the Alps in electric automobiles.

LOOK AT CHILD'S TONGUE IF SICK, CROSS, FEVERISH

HURRY, MOTHER! REMOVE POISONS FROM LITTLE STOMACH, LIVER, BOWELS.

GIVE CALIFORNIA SYRUP OF FIGS AT ONCE IF BILIOUS OR CONSTIPATED.



Look at the tongue, mother! If coated, it is a sure sign that your little one's stomach, liver and bowels need a gentle, thorough cleansing at once.

When peevish, cross, listless, pale, doesn't sleep, doesn't eat or act naturally, or is feverish, stomach sour, breath bad; has stomach-ache, sore throat, diarrhoea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of the little bowels without griping, and you have a well, playful child again.

You needn't coax sick children to take this harmless "fruit laxative," they love its delicious taste, and it always makes them feel splendid.

Ask your druggist for a bottle of "California Syrup of Figs," which has directions for babies, children of all ages and for grown-ups plainly on the bottle. Beware of counterfeits sold here. To be sure you get the genuine, ask to see that it is made by the "California Fig Syrup Company." Refuse any other kind with contempt.—Adv.

They Differed.
"I think you need fresh air."
"The other doctor told me I needed salt air."—Louisville Courier-Journal.