

Plan Moving of Big Grain Crops

Railroad Administration Giving Careful Consideration to Necessary Measures.

EXPECT GREAT WHEAT YIELD

Tonnage of Grain Will Exceed That of Last Year by Large Margin—May Try Permit System Again.

Washington.—The railroad administration is giving careful consideration to the measures necessary for the satisfactory transportation of the anticipated large crops of grains, according to a statement authorized by Walker D. Hines, director general of railroads. The department of agriculture has estimated that the yield of winter wheat will exceed 900,000,000 bushels. A fair estimate of the yield of spring wheat approximates 300,000,000 bushels. The total yield of wheat this year will in all probability exceed the total of last year by from three to four hundred millions of bushels. No estimate of other grains is, of course, possible at this time, but, barring unusual climatic conditions, it can perhaps be properly expected that the tonnage in grain that will be produced this year will exceed that of last year by a considerable margin.

The stable price fixed last year by the government on wheat naturally provoked a desire on the part of the producer to realize his earnings as quickly as possible, and since a stable price has again been fixed by the government for this year's crop it is assumed a similar condition will obtain. Last year this economical condition, coupled with more or less disarrangement in ocean tonnage and consequent disruption in shipping, resulted in such an acute situation at the interior grain markets and at seaports, that it became necessary to install the so-called "permit system," which was early made operative at the ports, and in September, 1918, at the principal interior markets.

Controlling Traffic.
The permit system is a highly beneficial system of controlling traffic at the sources to prevent serious congestion on the road and at destination. This system prevented in the fall of 1918 a serious transportation paralysis of former years due to widespread congestion of traffic which had been shipped but which could not be disposed of at destination. This paralysis of traffic in former years was most apparent in the East, but its injurious effects were felt throughout the country.

While the permit system at the ports is still in operation, it was suspended a few months ago at the interior markets, due to improved ocean shipping and the fact that the bulk of the grain had been moved. It is, how-

ever, to be expected that the system will again be inaugurated with the opening of the new wheat season, and in view of that possibility the railroad administration is already preparing the necessary machinery so that it may be prepared to get without delay at the proper time. Conferences have already been held with representatives of the grain corporation.

As graphically illustrating the necessity of regulating the transportation of this tonnage, and the results obtained from such regulation, the following facts are of value and interesting: For the nine months of the crop year, July 1, 1918, to May 1, 1919, there passed through the grain handling facilities of the country—elevators and mills—a total of 3,440,236,000 bushels of all grains, although the highest point of grain storage of all kinds at any one time in that period was 480,000,000 bushels. That is, in nine months the flow of grain was seven times the quantity which accumulated in storage at the highest point during that period. This is a direct illustration of the necessity of keeping the grain-handling facilities of the country liquid to avoid the distress to all interests that would follow the blocking of this flow of grain.

Reinaugurate Permit Plan.
The permit system as operated last year contemplates the closest co-operation between the railroad administration and the United States food administration grain corporation. The local representatives of the grain corporation were in daily contact with

Whisky Still Found in Top of Huge Tree

Knoxville, Tenn.—It is nothing unusual to find illicit distilleries hidden in caves, cellars or in dense undergrowth of mountain laurel, states T. B. Ivins, veteran moonshine raider of the internal revenue department. But to find one perched in the top of a towering oak tree is quite a novelty, he says.

Mr. Ivins located a large copper still in such a place when conducting a raid in the famous old Tenth district, or Sevier county, Tennessee. The outfit was dislodged and destroyed.

the grain control committees at each market, and in view of the very comprehensive data and information in their possession as to storage facilities, anticipated movements out of markets, the needs of different sections of the country, not only as to wheat but as to other cereals that flow coincidentally with wheat, etc., were of invaluable aid in the accomplishment of the permit system with a minimum economic disturbance. The same character of assistance is being arranged for from the grain corporation, or the wheat director, in anticipation that it will be necessary to re-inaugurate the permit plan within the next one or two months.

The wheat director is as vitally interested as the railroad administration that the grain tonnage shall be handled with the least possible friction as between all interests concerned, and is in entire harmony with the railroad administration as to the plans proposed in that direction.

Most Deadly of All War Gases

Ten Tons a Day Being Made When the Armistice Was Signed.

DISCOVERED BY PROF. LEWIS

Ten Airplane Loads of This Superpoison Sufficient to Have Destroyed All Life in Berlin—Known as "Methyl."

Washington.—At the educational exposition, illustrating the wartime and reconstruction activities of the department of the interior now being held there is being shown under guard a sample of the most terrible superpoison gas known, the discovery of Prof. W. Lee Lewis while in the employ of the bureau of mines at its American university laboratories. This gas, formerly called "Lewistite,"

later known as "methyl," because the latter name meant nothing to curious persons, was being manufactured by the war department at the rate of ten tons a day when the armistice came.

The gas is being variously described as "the climax of the country's achievements in the lethal arts" and as "the most terrible instrument of manslaughter ever conceived." The department itself declares that it is the most deadly of all war gases.

It is said that ten airplane loads of "methyl" would have been sufficient to destroy all life in Berlin, if such extreme measures had been necessary, and that a single day's output would have been sufficient to snuff out the 4,000,000 human lives on the island of Manhattan.

This gas was not only discovered by Professor Lewis, but was also developed by him to a point where it was ready for production at the American university while those laboratories were still under the control of the bureau of mines, one of the organizations of the department of the interior. When this work was first taken up by the bureau in behalf of the military authorities Professor Lewis was called from his civilian duties as professor of chemistry at Northwestern university, Evanston, Ill., and at the request of the bureau was commissioned as captain in the ordnance department and assigned to the gas warfare service of the bureau of mines. While acting in this capacity Professor Lewis discovered and developed this gas, and 18 days after the gas work of the bureau of mines was transferred to the jurisdiction of the war department an 11-acre plant for its manufacture was started near Cleveland, O.

"Mouse Trap" Plant.
This plant, which was dubbed by the workmen the "mouse trap," because, in order to prevent the leakage of information, it was understood that the men who entered would not leave until the war was over, was in operation within a miraculously short time, and plans were made by the war department to have 3,000 tons of this most diabolical gas at the American front by March 1, 1919. When the armistice came the plant was well ahead of its production schedule, but the opportunity had not come for the use of the gas at the battle front.

FOR BETTER ROADS

MILLIONS GOING INTO ROADS

Western States to Spend Much Money in Highway Construction and Needed Maintenance.

Millions of dollars will be expended in highway construction and bridge work and maintenance by the states of the central West during the present year, according to data recently compiled by highway authorities.

Colorado has 51 miles of highways under construction at a cost of \$300,000; 91 miles ready for contract to cost \$300,000, and 30 miles and three bridges contemplated, to cost \$350,000.



The Photograph Shows a Portion of the Pikes Peak Ocean-to-Ocean Highway.

Maintenance on 4,000 miles will amount to about \$500,000, while local road and bridge expenditures will amount to about \$2,200,000.

Idaho has 87 miles, costing \$720,000, under contract; 45 bridges, costing \$425,000, ready for contract, and about \$1,800,000 worth of additional work is contemplated during the season.

Iowa will expend \$15,000,000 on the road system of the state, of which about \$11,000,000 will be for road and bridge construction.

Missouri has 696 miles under contract, costing \$1,785,000; 888 miles, costing \$3,104,000, ready for contract, and about \$3,000,000 additional construction contemplated. Local road and bridge expenditures in the state will amount to about \$7,000,000.

Nebraska has 173 miles, costing \$431,000, under contract; 145 miles, costing \$550,000, ready for contract, and about 610 miles, estimated at \$1,310,000, contemplated. Local road and bridge expenditures will amount to about \$3,000,000.

Nevada has four miles, costing \$54,000, under contract; 102 miles costing \$657,412, ready for contract; 123 miles, costing \$523,000, contemplated. Local expenditures on maintenance will amount to \$600,000.

Oklahoma has 128 miles, including 80 bridges, costing \$1,300,000, under contract. Additional construction of 165 miles, costing \$2,500,000, contemplated.

These amounts will be supplemented by increased federal aid appropriations and later, it is hoped, by national construction of main trunk lines under the supervision of a federal highway commission, as provided for in the Townsend bill which will come up for consideration by the next congress.

SAVING OF IMPROVED ROADS

Report of Congressional Committee Shows 8 Cents Per Ton Per Mile Can Be Saved.

The report of the joint congressional committee which investigated highway economics in 1914 shows that a saving of 8 cents per ton mile can be effected in transportation costs when a road is lifted from the dirt to the durable class. This does not take into account increased real estate valuation or social advantages resulting from the improvement.

Build Roads Now.

If roads are a good thing, why not build them immediately, instead of waiting and suffering inconveniences for years to come, because it should be remembered that we are not saving any money by acting in such a manner.

Big Change in Sentiment.

People are apparently ready and willing to spend huge sums for roads where a few years ago it would have been impossible to secure even a small appropriation for this purpose.



To Mend an Ugly Tear.

Sometimes you are unfortunate enough to make an ugly tear in a handsome new gown. It may be mended very successfully, and if in an inconspicuous place it will not show at all. Lay the tear edge to edge, and baste across it, being careful that while the edges meet, they do not overlap. Cut a piece of rubber tissue, which may be obtained at any tailoring shop, to snugly cover the tear. Lay the garment on the ironing board right side down, place the rubber over the rent, and over the rubber lay a piece of goods of the same material as that of the garment to be mended. Keep both rubber and goods perfectly smooth, and press out with a hot iron for several minutes. Now cut out the basting threads on the right side, and shave off any rough edges remaining. When there is no material of the dress on hand, a piece of lightweight woolen goods of the same color will answer. That the bottoms of men's trousers are held together in this way is a good sign that the method is practical and successful.

To Pad Embroidery.

In padding embroidery use the chain stitch. This is an especially good hint for making scalloped edges.

In making patch work, if you cut your pattern in table oil cloth instead of paper, you will find the work much more satisfactory. The oil-cloth pattern will not slip when cutting and there is no danger of snipping off a portion with the scissors.

A Dress Protector.

When the yoke of a nightdress becomes worn, cut off the nightdress skirt, take out the sleeves and sew it together across the top, leaving a

small opening through which the hook of a suit hanger may be slipped, and use it to protect a nice dress hanging in the closet. Washed but seldom it will last a long time, and will be found more convenient than a bag, as it is so much easier to insert the dress without crushing.

Use for Old Leather.

One should always save the tops of old shoes, or the gauntlets of heavy riding gloves or other pieces of leather. They are excellent as an interlining for iron holders.

Do not make the holder too large as it is clumsy to handle. Those which are oval in shape are preferable. Cut the covering and the interlining the same size and shape, stitch all the thicknesses on the machine, close to the edge of the material, then bind with a tape or piece of seam binding.

Pongee Again.

As sure as the coming of summer pongee in some form appears. This year there are lovely pongee parasols. Some are mounted on brown frames and sticks, with no other trimming than brown cords on the handles and brown tassels on the ends. Another shows lovely blue butterflies embroidered all over the inside of the parasol, with blue cord and blue ends to the sticks.

A Footwear Fad.

The few who wish to follow fashion's whim in footwear can wear, this summer, white oxfords with black shoe laces and black stockings. This combination is sanctioned by New York's latest decree. Of course the generality of women will use the conservative all white.

Summer and Sport Suits



No one is prepared for midsummer unless she has ready for warm weather a sport suit, or a sport coat that may be worn with skirts of the same character, supplemented by a sweater of sweater-coat. The sport suit has made a place for itself that nothing else can fill. It is not an extravagance even for the woman who believes in reducing her expenditure on clothes to necessities, for the sport suit replaces dressier and less generally wearable clothes. It is smart enough to take the place of afternoon frocks and it remains informal, whatever it is made of. "Suit" is a term that covers the combination of a sport skirt and a sport coat that do not match, as well as skirt and coat of the same material.

A handsome example of the first combination appears in the suit on the left of the two models shown in the picture. In this the skirt is of white satin and is made of one of those new weaves that appear to be better suited to sport skirts than to anything else. It is strong and brilliant. On the overlapped seam at the left side, five large, flat pearl buttons are set near the bottom. Nothing could be done more to emphasize the character of the skirt.

The coat is in the same class as the

skirt, and is made of bright green silk tricolette, with sailor collar and band of self-colored embroidery about the bottom. A satin vest worn with it has small pearl buttons, set close together, down the front. Bright green taffeta coats with machine stitching of white silk, and coats crocheted of the green silk in lace designs are noteworthy among the novelties to be worn with white satin or silk sport skirts. All the coats have belts or sashes.

The suit at the right is made of a heavy ribbed silk-skirt and coat of the same material. There are several patterns in these sport silks, some of them in two colors, others in figured designs of one color. Angora cloth is a favorite for embellishing them, placed in bands about the skirt and coat and as cuffs and collars. But many of these suits are untrimmaged. Even in sport suits the vest has made a place for itself, and it appears in this model with cuff at the bottom having six little buttons set along the center. But there are many sport coats that ignore the vogue of vests.

Julia Bottomley

TURKS IN HUNGER DEMONSTRATION



Here in front of the Yen Djami mosque in Constantinople hungry Turkish citizens are holding a meeting asking the government to feed them.

Live on Grass Roots

Tale of Cannibals in Armenia Is Confirmed.

Starvation and Misery Prevail Among Armenian Refugees in Caucasus Region.

Constantinople.—Starvation and misery prevail among Armenian refugees in the Caucasus region, according to a telegram sent to Herbert Hoover in Paris by Howard Heinz, American food commissioner for the near East, who is in this city.

Mr. Heinz has returned from a trip of inspection in the Caucasus, on which he was accompanied by Walter George Smith of Philadelphia, former president of the American Bar association and a commissioner of the American committee for Armenian and Syrian relief, which has charge of

a great part of the relief work there. Mr. Heinz says reports that some of the refugees, driven frantic by hunger and suffering, have resorted to cannibalism are true in his opinion. He adds that food for 500,000 in that territory will have to be provided by outside sources for another year.

"The lack of food is so serious," says the telegram, "that the women are forced to go into the fields and obtain grass roots, which they cook into a kind of broth and serve as boiled greens, occasionally getting a bit of rice to mix with it. This constitutes the principal diet of many. The little children, naturally, get the worst of this situation, because they cannot eat such material, and it is among the children that the death rate is the highest.

"It is difficult to make comparisons as to the degree of destitution and distress in different districts of towns,

but I think the worst situation that came to my knowledge was in Igdir, where there is a larger proportion of sickness and a higher death rate than in either Erivan or Alexandropol.

"Regarding reports of cannibalism which have come out of this district from Coa I have been forced against my will to believe these reports to be true. I saw with my own eyes mutilated remains of corpses which had been exhumed from newly-made graves. I did not see anybody who had actually witnessed the eating of human flesh, but there is so much circumstantial evidence that I personally came to believe it true.

"Typhus has been epidemic during the winter, and has taken away thousands, but with the moderation of the weather it is now decreasing; but cholera is making its appearance, and the outlook is threatening."

King Albert to Visit America.

Paris.—King Albert of Belgium is expected to visit Washington, to attend the initial meeting of the league of nations next October.