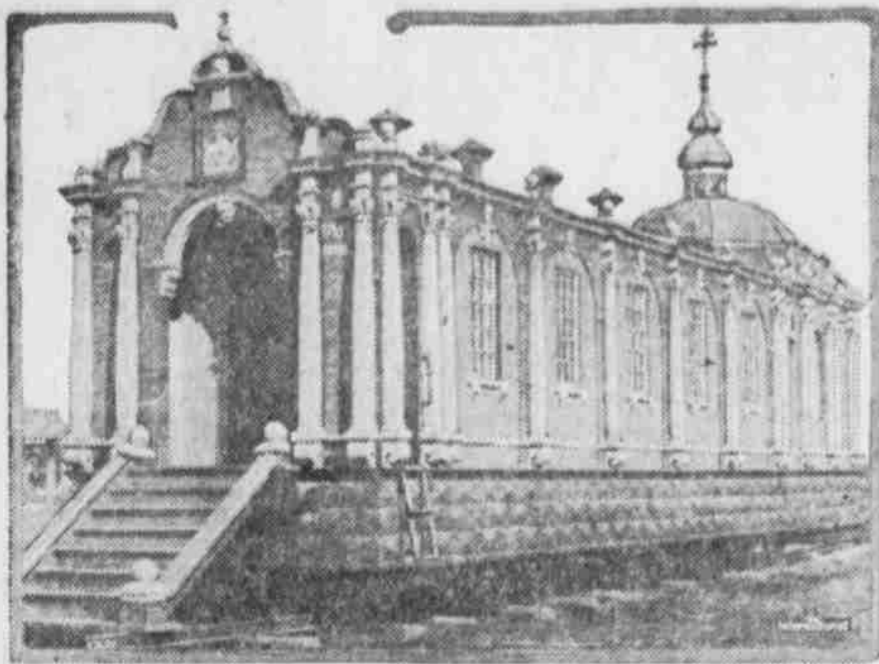


RELIGION ON WHEELS IN ROUMANIA



This is the famous church on wheels which followed the Roumanian army during the invasion of Hungary. It was used as a dressing station on many occasions by American Red Cross doctors caring for wounded in the Roumanian ranks. It is built on standard passenger coach frame, and is still used.

Russ Tells of Soviet Horrors

Noted Writer, Just Before Death, Asked U. S. Not to Be Deceived.

LIES ARE SENT BROADCAST

"No Words to Describe Darkness Around Us," Is Assertion of Plea Made by Leonid Andreiev, the Great Novelist.

New York.—"S. O. S.," a remarkable literary document by Leonid Andreiev, written by the great Russian novelist and short story writer just before his death recently, has been received in this country by the American Central Committee for Russian Relief, with headquarters in the Hotel Buckingham, New York.

Andreiev's message, like a voice from the dead, describes the blight of bolshevism over his country. Andreiev had been a pacifist, as shown by his play "The Red Laugh," published during the Russo-Japanese war, but he came out strongly for the allies and their cause. His pen was also turned against bolshevism with telling effect.

Appeals to America.

In one paragraph the writer makes a direct appeal to America in these words:

"And you, every individual American—I call to you. You are young and rich, you are broad in spirit and energetic, you desire that the torch of your freedom shall throw its light on distant Europe also—come then and see in what agony we are, in what inhuman servitude our body and our spirit are struggling. If you would but see, I assure you, you would be terrified and you would curse those deceivers and liars who have represented this most evil tyranny to you

Prisoner Free Too Late to See Dying Brother

New York.—Judge Malone granted permission to Thomas Curcoran, a prisoner in the Tombs, to go to the bedside of his sick brother John, at 250 Park place, Brooklyn. He arrived there in charge of prison guards soon after the death of his brother from pneumonia.

The brothers were arrested March 4 in connection with a safe burglary at the office of James R. Deering, 135 Broadway, in which \$95,000 was stolen. Each was committed to the Tombs in default of \$10,000 bail. Later John became ill. His bail was reduced to \$1,000, which was furnished.

One Child to Family, Professor's Forecast

New York.—The number of children will average less than one to a family two generations hence if the present birth rate decrease continues, according to Dr. Amy Hewes, professor of economics and sociology at Mount Holyoke college.

The cause of the decline was attributed to economic conditions and late marriages. Dr. Hewes suggests as a solution early marriages. She said the obstacle to many marriages might be removed if the woman continued to work after she became a wife.

a real hell, from which malignant, terrible forces rule unchallenged.

"There is still time to shorten their sufferings; there is still time to remove the menace of death from their heads, and it is for the saving of their souls that I send forth my human prayer."

To give assistance to these suffering Russians in non-bolshevik territory the American Central Committee for Russian Relief was formed, with prominent Americans at the head of it. Charles W. Elliot, president emeritus of Harvard, is the honorary president; Elihu Root, Samuel Gompers, John R. Mott and Cyrus H. McCormick are vice-presidents, Princess Cantacuzene, granddaughter of President Grant, is chairman.

NOISE COST RAILROAD \$2,750

Maryland Woman Gets Verdict for Bell Ringing and Car Shifting at Night.

Baltimore.—Mrs. Donald L. Symington of the Green Spring valley received a verdict of \$2,750 from a jury in the suit against Walker D. Hines federal railroad administrator, and the Pennsylvania Railroad company. Mrs. Symington asked for \$25,000.

Mrs. Symington charged that the ringing of a big bell, blowing of engine whistles and shifting of cars kept her family awake. Mrs. Symington also contended that a hedge on her property was destroyed and that a portion of her land was used by the company.

Pumpkin Eaters Spoil a Record. Cynthia, Ky.—J. L. Garnett has just had cut and made into pies a pumpkin which he kept for two years. It was in a prime state of preservation and he says it would have lasted much longer if rats had not gnawed it.

To Fight Under the Fourth Flag

American Airman Ready to Battle With Letts Against Russ Reds.

WINS CITATIONS FROM FRENCH

If Accepted by Letts Twenty-Three-Year-Old Brooklyn Boy Will Have Served Under Four Flags in Four Years.

Warsaw.—Major Joseph C. Stehlin, a twenty-three-year-old aviator of Brooklyn, N. Y., who already has fought in three armies, has gone to Riga to enlist under the Lettish flag in the war against the Russian bolsheviks. If his services are accepted, he will have served under four flags in four years. The colors of France, America, Poland and Latvia, in turn, have won his allegiance.

Since last fall Major Stehlin has been fighting in the aviation branch of the Polish army, and in that service took part in the Polish drive which threw the bolsheviks out of Dvinsk.

Wins French Citations. Stehlin, who was formerly a life guard at Sheepshead bay, Brooklyn, went to France in January, 1917, and joined the French flying corps, where he won two citations and was promoted to be sergeant for aiding fellow

aviators attacked by German planes.

When the American army came over to France, Stehlin transferred his allegiance to the American flag, received a commission as first lieutenant of aviators, and took part in actions in the Champagne, Verdun and Soissons sectors. After the armistice he returned to the United States, and is said to have joined the aviation section of the New York police as a captain.

Made Captain in Poland. Last September he joined the Polish forces recruited in New York, was commissioned as captain, came to Poland and was assigned to duty on the northeastern front.

He spent four months with a Polish flying squadron, being the only American with the Poles on that particular front, and participated in all the aviation work preceding and during the Polish attack on the bolsheviks in the region of Dvinsk.

Stehlin has flown over parts of France, Belgium, Spain, Russia, Poland, Lithuania and the United States, and has hopes soon of seeing Latvia and Riga from the air in his service with the Letts.

Major Stehlin says he has no idea what vocation he will take up if the war should end over here, but he feels certain that he can never go back to the prosaic duties of a life guard at the beach. That game is not exciting enough for a man not yet twenty-four, who has fought under four flags.

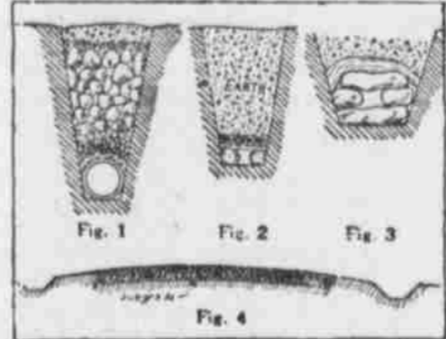
GOOD ROADS

ESSENTIALS OF GOOD ROADS

Rules Outlined for Construction of Stone Thoroughfares—Drainage Is Important.

The essential requirements of good stone road construction may be condensed into the following rules:

- 1. Cut the high places down to a grade not exceeding 1 to 20; fill up flats or low places so as to have a minimum grade of 1 to 200.
2. Construct subdrains to carry away all seepage water; also make enough cross-drains to dispose of surface-water.
3. Make the subgrade firm and solid and give it the same curvature as the surface of the finished road.
4. Spread the bottom course of stone evenly, then roll and add a little



Subdrains and Cross Section of Road

fine material for a binder, and continue the rolling until the stones cease to sink and creep in front of the roller.

5. Spread the second course and roll it with the addition of binder and water until the whole surface is hard and smooth, carefully filling with stone any depressions that may appear; then finish the whole with a course of three-quarter-inch stone and screenings. This must be soaked with water and rolled until the surface is hard and unyielding. Always be careful to commence the rolling at the sides and gradually work toward the center; by so doing the crown of the road will be preserved. If this work is well and thoroughly done the result will be a road that is smooth, hard and convenient for travel at all seasons of the year. Fig. 4 shows a cross-section of a macadam road, with layers of stone compacted in place.

For a farming community the width of macadam need not be greater than 10 or 12 feet. The width of stone surface should be sufficient to take care of all the travel on the road; but if the other hand it should not be so great as to require unnecessary expense in the construction or main tenance of the road.

When water has to be conveyed from one side of a road to the other it should be taken under the road by means of a culvert. A stone culvert is, of course, the best, but a vitrified tile pipe or a corrugated metal culvert may be used.

Lastly, give the road a good coat of suitable road oil to prevent dust and retard much damage to automobiles.

PROBLEM OF GOOD HIGHWAYS

Becoming One of Increasing Importance Because of Changes in Methods of Travel.

The road problem of the country is becoming one of ever-increasing importance, largely because of the changes in methods of travel which enable the city man to reach farther and farther into the country district. He does this first from a business or economic standpoint, and, second, from a pleasure-seeking standpoint. In an exactly similar manner, the farmer is getting fully aroused to the importance of better and better roads. They enable him to get to the city markets with his produce, whether that produce may be something requiring frequent trips, such as milk to a creamery, garden truck to market, or staple products to be hauled in their proper season. The better the roads, the cheaper he can haul his produce and the quicker he can do so, resulting in a saving of time, and the better choice he has of market conditions.

ESSENTIAL POINTS OF ROADS

Concrete Highways Reduce Pull, Increase the Load and Shorten Time of Delivery.

Concrete roads reduce the pull, increase the load and shorten the time—three essential points in modern road construction. With the quality of permanence added, the price paid becomes an investment instead of a loss.

BEST FOR MARKETING CROPS

Farmers Enabled to Haul Produce When Prices Are Highest If Highways Are Improved.

Good roads give a wider choice of time for marketing crops. If roads were kept in condition to permit travel and hauling at all times and in all kinds of weather, farmers would not have to rush their produce to market in seasons of good roads, but could haul it when prices were highest and when their crops did not demand attention.

NATIONAL CAPITAL AFFAIRS

"—Or Incomparably the Biggest Navy on the Seas"

WASHINGTON.—A growing fear that the horrors of another and still more disastrous world war is not beyond possibility, lies behind the plans for the modern military machine now being devised for the United States, according to Washington official gossip.



Disillusionment, rather than the "menace of Japan," which Secretary of the Navy Josephus Daniels denies he invoked before the senate committee on naval affairs the other day, is admittedly behind his advocacy of preparedness. It also prompted his request for immediate action in the matter of the development of submarine bases along the California coast and Puget Sound, and the huge naval base at San Francisco. Likewise it was the inspiration for his general big navy policy.

"I have learned a lot during the war," he is quoted as telling the house naval affairs committee. "I used to think the people of large nations would not permit a great war. I was mistaken."

"In the unsettled condition of the world today," he said previously before a congressional committee on March 6, "our navy must be prepared for any emergency." He added, later on, that either every nation must enter into an agreement to preserve the peace of the world, without competitive navy building, "or we must have incomparably the biggest navy on the seas."

The latest comparative figures on the navies of the great powers obtainable at the navy department are dated July 1, 1919. These showed Great Britain to be far in the lead in warship tonnage with 2,652,130 tons of fighting craft, as against 1,160,355 tons belonging to the United States, 623,850 tons flying the French flag and 589,716 tons belonging to Japan.

Yankee Flyer Goes "Under Two Flags" Two Better

WARD comes from Warsaw that Maj. Joseph C. Stehlin, a twenty-three-year-old aviator of Brooklyn, N. Y., who already has fought in three armies has gone to Riga to enlist under the Lettish flag in the war against the Russian bolsheviks. If his services are accepted he will have served under four flags in four years.

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Radical Preventives of Depopulation for France

FRANCE has 2,000,000 young women who will have to go without husbands under the established matrimonial customs. In consequence, some extremely radical preventives of depopulation are being proposed. Socialization of men and the elevation of girl mothers to national heroines has been proposed by Professor Carnot of the Academy of Medicine.

He would form a "voluntary maternity corps" of girls willing to bear the pangs of motherhood to present children to the state.

To obtain a "perfect race," Professor Carnot proposes that these girl volunteers choose the men they desire as fathers of their children, and that no man can reject such offers but must accept all.

The plan provides for state support for the girls before and after confinement, while the children are to be reared at the expense of the state.

Married women are indignant, claiming Professor Carnot is "trying to take our husbands away." They say the plan would disrupt morals and break down the whole social system.

Oulette Dulac, suggests a "maternity card," issued on a doctor's certificate to every expectant mother, married or unmarried, who makes a request for one. Such a card entitles a woman to shorter working hours or lighter work medical attention and, eventually, hospital room and a physician's care. The child is to be cared for by the state.

The maternity card gives a woman right over her child, doing away with paternal authority and making motherhood worth while for women.

Collette Willy believes a wisely organized polygamy to be the solution of the present crisis in the marriage problem. Old-fashioned marriage ideas have outlined their applicability under present conditions, she says. She thinks that the common interest in the betterment of the race and the legal equality of the different children would gradually overcome woman's present repugnance to the idea of sharing the same man.

U. S. Mounted Service Cup Endurance Test for 1920

CONDITIONS and details have been made public of the 1920 endurance test for horses for the United States mounted service cup, over a course of 300 miles. The winner of the first prize this year will get a leg on the mount service cup, which has to be won three times by the same owner to become his property. The winner will also receive the Arabian Horse club medal, in addition to \$500 and the blue ribbon for first place.

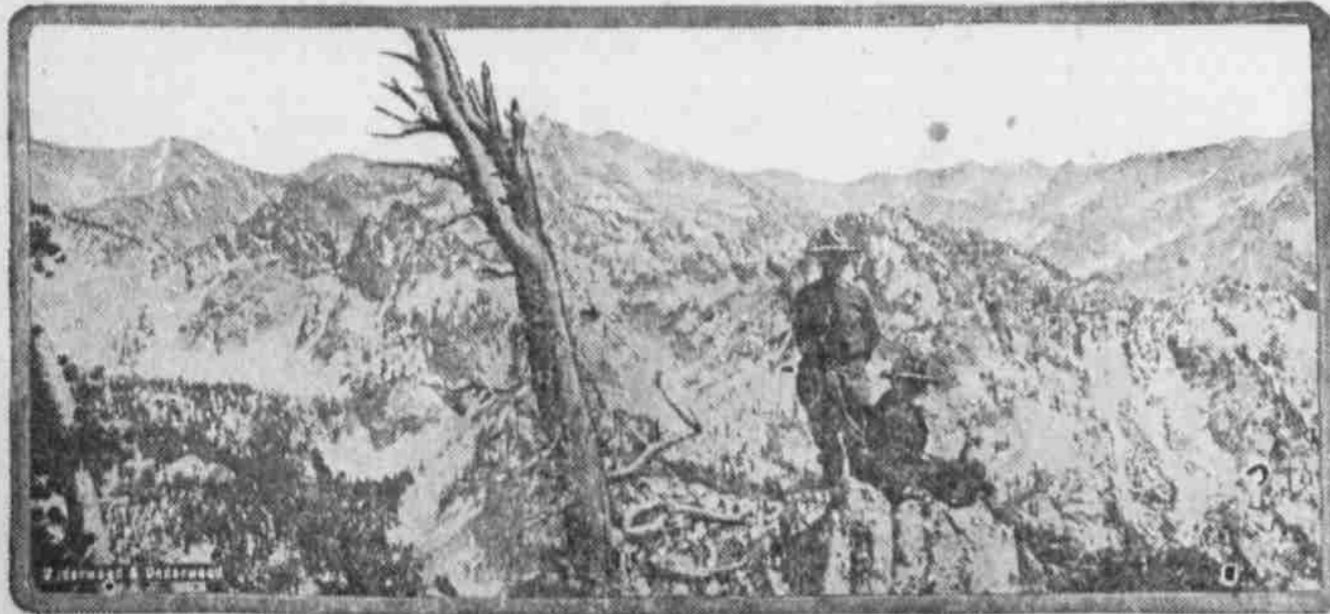
This year's event will be held from October 11 to 15, the route being from Fort Ethan Allen, Vt., to Camp Devens, Mass. The fixture is sponsored by the Arabian Horse society, the National Steeplechase and Hunt club, and the Morgan Horse club, and is approved by the war department and the agricultural department.

It is designed primarily to stimulate interest in good saddle horses possessed of stamina and hardiness, and at the same time having the necessary quality to render them suitable for use in the mounted services of the United States; as a coequal purpose it has been sought to develop many points of interest in determining what blood will produce a mount which will satisfy the many and exacting requirements demanded of a charger.

The contest is open to civilians. Each rider is required to feed and care for his own mount and to take care of his own equipment. Horses are to carry a rider weighing not less than 145 pounds and complete cavalry equipment or its equivalent—100 pounds.

The horses must be purebred, crossbred or grade and at least four years old. Condition, speed and feed consumed are the points considered in making the awards.

VIEW IN PROPOSED SAWTOOTH NATIONAL PARK



E. Grandjean, forest supervisor of the Boise forest in Idaho, looking over the proposed Sawtooth National park in the Sawtooth mountains. He was accompanied on this tour by Otto M. Jones, state game warden of Idaho, and Mrs. Jones, who is shown in the photograph.