

JELICOE MOST POPULAR OF ALL BRITISH CHIEFS

Frederick Palmer Writes of Fighting Commander of Britain's Great Fleet.

MASTER OF HIS PROFESSION

No Matter What Difficulties Arise He Is Always Smiling—The One Man Who Cannot Risk Being Absent From the Fleet—Loved by Officers.

By **FREDERICK PALMER.**
London.—Of all the great leaders of the war Sir John Jellicoe, commanding the British grand fleet, is least known to the world, and his is the portrait which receives the most cheers when it is thrown onto a screen at a London theater. But the British public knows nothing of him except that he is the fighting commander of the "invisible" power of the British navy.

When war was threatening it is related that a meeting of admiralty lords and others who would have the say was held to decide who, in case of hostilities, should command the British fleet. The opinions ran something like this, it is said:

"Jellicoe! He has the brains!"
"Jellicoe! He is young. He has the health to endure the strain. He has the nerve."

"Jellicoe! His fellow-officers believe in him."

"Jellicoe! He has been tried in every branch of the service."

That sort of recommendation helps when a man has to undertake such an immense responsibility. He was given supreme command and the rest left to him.

A Marked Man.
From the time he was a midshipman, Jellicoe has been a marked man in the service," said one of his admirals. "He is one of those men who seem to be born with tireless energy.

No matter what difficulties arise, he is always smiling. Both he and Beatty were on the first attempt to relieve the Peking legations at the time of the Boxer rebellion. Captain Jellicoe was then Vice-Admiral Sir Edward Neymour's chief of staff. When he was wounded and the little band of seamen were surrounded by Boxers and it looked as if every minute might be their last, he was smiling as cheerily as if he had been on the quarter-deck. Nothing ever seems to ruffle his equanimity. His personal charm would win him his way anywhere, but when you have served with him,

then you realize what a master of his profession he is."

Only the commander in chief's flag which she flies distinguishes the flagship, which is in the center of the fleet, from the rest of the gray fighters in their precise lines at anchor in harbor. Sir John takes his exercise and his holidays pacing the quarter-deck. He never leaves the fleet even for a few hours. The commander in chief is the one man who must take no risk of being absent if the German fleet should come out.

Not tall, spare, his face tanned by the breezes, he walks up and down the deck, sometimes with one of his aides or with his chief of staff, again with one of his officials. Everyone in the fleet is familiar with the quick, light step of that slight figure with a telescope always under his arm. If a ship should come to anchor with a bow out of line, he knows it. All his fighting ships are under his eye and every human being on the fleet feels his personal presence.

Makes It Look Easy.
Descend a ladder under the shadow of two great 13.5-inch guns and the visitor is in a large cabin extending



Sir John Jellicoe.

from side to side of the ship, which in a house would be called the dining room. Here when he was in port in time of peace the commander in chief would give his official dinners. In time of war the cabin is partly screened off, as there is more room than Sir John and his staff need for meals. Aft of this is what would be called in a house the sitting room. The furnishings are of the simplest.

Everything inflammable could be moved promptly in case of action. The few names in the visitors' book on a table were suggestive of the fleet's isolation from intercourse with the rest of the world. One name was the king's and another the prince of Wales, and a few others were those of high officials.

The visitor looked about in vain for signs of the immense amount of official detail which would seem necessary for the focal point of a vast campaign. Some staff officers and a few records were all. The flagship is kept cleared for action in this as in all other respects. The actual directing of the three thousand ships and auxiliaries of the British navy is carried on in a space occupied in a New York office by a lawyer and two or three clerks. An orderly went and came with messages from the wireless room, which aside from the installation, had space enough for the wireless operators to stand and no more.

Officers said that it was difficult to contemplate how such a naval campaign as the British in this war could have ever been conducted without the wireless. Sir John could talk with the admiralty in London or with any ship, whether off Heligoland or Iceland. He knew what each one was doing. Let a German cruiser show her nose in the North sea and he had the news in a minute or two after she was sighted.

His Fighting Admirals.
Beatty, who sank the Bluecher, is the youngest of Sir John's young admirals, forty-four years of age, boyish and quick. Sturdee, victor of the Falkland islands battle, smooth shaven, as smiling as Sir John, is quiet-spoken and rather studious in appearance, he is an expert in naval strategy.

In the British navy promotion is by selection up to the grade of captain. A man with a single flaw in his record as lieutenant must wait on others before he can become lieutenant commander. Those with perfect records in each grade are canvassed by boards and those who have shown industry and initiative are chosen to go over the heads of less active men. The aim is to apply the system of civil life, where ability rises and mediocrity must be content with the lower rungs of the ladder.

Jellicoe, Sturdee and Beatty entered the navy as boys of fourteen. None had any particular influence; they made their way by industry. Sir John has served in every branch. He is regarded as possibly the ablest ordnance expert in the navy, which means that he knows the guns which he will fire in action.

Despite his amiability, all agree that he has only one criterion—success. If an officer fails he is superseded. Most of these young admirals sleep on the bridge even in harbor. For the last ten years the average British naval officer has worked harder than a man of any profession in civil life. They have kept up the grinding drill, which continues since

them said. "Our responsibility to the nation requires that we neglect nothing that devotion to duty will accomplish. Most of these crews you see have been at their posts, whether gun-pointing or passing ammunition, for five or six years. We want each man to be letter perfect in his part."

Prompt in His Decisions.
In all actions thus far the Spring has begun at extreme range—eighteen thousand yards. At that distance a dreadnaught painted the color of the sea is a vague speck. But one fortunate hit may be vital, and either side wants to get that fortunate hit first. The accuracy of fire both at the Falkland islands and in the battle of the Dogger Bank, officers said, had been as good as at battle practice.

Seen among his admirals, Sir John Jellicoe seems the head of a family. In frequent consultation, they know one another in the fellowship of their confined existence. If he had anything to say to one of them or they to him, the definiteness of their remarks and the promptness of their replies were impressive. Decision seemed automatic with him.

He showed the visitors over the flagship himself, calling attention to things which he thought would interest them, as he led the way along the cramped passages behind the armor or pointed the way to enter one of the turrets where the gun crews were going on with their drill, which they went through like so many machines. Most of them were in the late twenties or early thirties, mature, experienced and confident.

"All they ask is that the Germans will come out," said an officer. "They could not work any harder than they did before the war. But the war has given them renewed eagerness."

Thirteen Popular in This Family.
South Bend, Ind.—The thirteenth baby of Mr. and Mrs. Clyde Kyles of Mishawaka arrived at the Kyle home on the 13th of October. The child is a daughter and is the third one of the children to be born on the 13th day of the month. Mr. and Mrs. Kyles were married on the 13th of 1911.

Oriental Politeness.
In China when a subscriber rings up the exchange, the operator may be expected to ask: "What number does the honorable son of the moon and stars desire?" "Hohl, two-three." Silence. Then the exchange resumes: "Will the honorable person graciously forgive the inadequacy of the insignificant service, and permit this humble slave of the wire to inform him that the never-to-be-sufficiently-censured-line is busy?"

Look Well to This Day.
Listen to the salutation of the dawn—look well to this day! . . . For yesterday is but a dream and tomorrow is only a vision, but every day well lived makes every yesterday a dream of beauty, and every tomorrow a vision of hope. Look well, therefore, to this day!—From the Sanskrit.

ROAD BUILDING

MAINTENANCE OF GOOD ROADS

Farmers Urged to Vote Against Bonds or Taxes Whenever Plans Do Not Provide for Up-Keep.

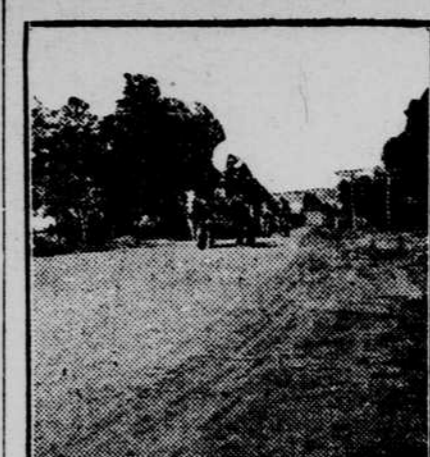
The progressive farmer believes in good roads, as everybody knows. Nobody needs good roads more than the farmer and his family. Good roads increase profits and enrich social life. Poor roads cost more than good ones.

At the same time, we have reached the conclusion that it is our patriotic duty to advise our readers to vote against road bonds or road taxes whenever the plans for building the roads do not include proper provision for maintaining them after they are built. It is just as foolish to spend money to build a road, without at the same time providing for funds to keep it up, as it would be to spend money to get a horse without providing feed for him after he is bought. The South has wasted millions and millions by building roads without keeping them up, and it is high time to stop wasting the people's tax money in this fashion. We must aim not merely to get good roads but to keep good roads.

Another important matter is that of having all road expenditures made under expert supervision. Secretary of Agriculture Houston says: "The nation today is spending annually the equivalent of more than \$200,000,000 for roads. Much of this is directed by local supervisors and it is estimated by experts that of the amount so directed anywhere from 30 to 40 per cent is, relatively speaking, wasted or misdirected." Every state should have a state highway commission, and the people should not vote money for any expensive scheme of country road improvement until it has been approved by experts.

The third matter we wish to emphasize is the importance of the road drag. As we have said before, the drag is undoubtedly the cheapest good roads maker ever invented, and if some commercial company had patented it and sold it at five times its cost, every county in the South would be using it. It is so simple and cheap that people will not realize what a wonder-worker it is. The time to prevent next winter's bad roads is now, and the way to prevent them is to make plans to have the roads dragged. Every farmer interested ought to see his county road authorities and demand action. Send to the United States department of agriculture, Washington, D. C., for a free copy of Farmers' Bulletin 597, "The Road Drag and How to Use It," and keep pestering your fellow citizens until your county gets the dragging habit.

1. Road building is too expensive a business for you to intrust it to



An Improved Highway in Georgia.

men without expert knowledge. Demand that your state highway commission approve your county's projects.

2. The cheapest way to keep dirt roads in good conditions is by the use of the drag. Demand that your county commissioners make plans for using it to improve the roads you already have instead of spending all the road money building new roads.

3. There is no such thing as a "permanent road," hence no plan for road building should be approved unless it includes provision for keeping up the roads after they are built.—The Progressive Farmer.

Narrow Roads of Benefit.
While it is bad policy to build roads of such narrow width where traffic is likely to become at all excessive, unquestionably there are many districts where they would be a profitable investment as compared with the fruitless effort to maintain ordinary stone or dirt roads.

Banish Poor Roads.
Good road-building material is found in practically every county, according to the University of Missouri exhibits shown at the state fair. It ought to be used to banish poor roads.

Good Roads.
The improvements of good roads and ditches is a matter which concerns every farmer who desires to increase the value of his land or the farm property of the community in which he resides as a whole.

Oil Helps Greatly.
Oil, properly applied, helps greatly, but the dust must be removed, and the surface broken up and loosened about two inches deep; otherwise the oil stands in pools or runs into the ditch.

Crown Roads Before Dragging.
Before dragging a road it ought to be crowned properly and the drainage attended to—in other words, put into good condition and then the work of taking care of it will give the best results.

Pessimistic Friend.
Hewitt—"I am a proud father." Jewett—"You'll get over your pride when the child grows up."

WORK OF MAINTAINING ROADS

People in Many States Spending Much Money for Improvement, but Overlook Needed Care.

Too much stress cannot be laid upon the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads; and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous, systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency.

Get Roads in Shape.
Use the drag to get roads into the best possible shape for winter. They may be bad enough at best, but proper work will help greatly.

Profit in Road Dragging.
Good roads save money because: They cheapen transportation to the markets.

They reduce the drain upon capital invested in horses. They prevent waste of time, and "time is money."

They add to the joy of living, and joy adds to the effectiveness of life.

Good roads may be had by dragging.

Great Road Improver.
The King drag is the great road improver.

Arteries of Community.
Improved public roads are directly related to better country homes and schools, to the reach and influence of country churches, to the timely market centers. They are the arteries of organized community life.—Home and Fireside.

Road Drags for Upkeep.
The road drag is not an equipment for constructing roads, but it is intended for upkeep. It should not move any large quantity of earth, but takes a small amount of wet earth to or away from the center of the road. It is important to remember that the road drag does not build roads, but helps to keep them in repair.

Using Taxpayers' Money.
There is no better way to use the taxpayers' money than by draining our roads.

Pay by Check at Christmastime

WE all wish to be as liberal as we can at Christmastime. Yet we do not want to spend more than we can afford.

One way of keeping track of our expenditures is to pay for all presents by check, and mark the stub "present." A few minutes work will tell at anytime how much has already been used up for this purpose.

This is one of the many ways in which a checking account can be used to advantage.

If you have none at the present time, open a checking account at the Loup City State Bank, the bank that is more than a place to deposit money.

THE LOUP CITY STATE BANK

CAPITAL AND SURPLUS FIFTY THOUSAND DOLLARS

Loup City, Nebraska