

FLANDERS, LAND OF ROMANCE, CHIVALRY

Something of Country Where Great Offensive Is On; People Victims of Conquest Over and Over.

There is something about the name Flanders that seems immediately to call up to the mind visions of romance, of chivalry, of art and history that is produced by the mention of no other country, unless it be old Venice.

The land of the ancient Flemings and of those medieval counts who ranked almost as high as kings is again living its romance in the bitter struggle against the Germans. We read how the people in London heard the guns roar in Flanders; of how the great offensive is being launched in Flanders and yet the bounds of Flanders to the average man are something of a mystery.

While Flanders proper is nowadays divided into West and East Flanders, the Flemish people of Belgium, who number rather more than one-half of the whole, are in the majority in the provinces of Antwerp and Hainault, also, and in the remaining provinces they may be said to divide the honors.

These few facts tend to show that the Flemings are not by any means extinct, and that those persons who confuse Belgium with Flanders, or believe the two names are synonymous, are not greatly to blame, for they are only technically wrong.

The Flemings are in origin a Germanic people, while the Walloons, the Belgians of the east, are more Celtic in their genesis. The Flemings are kin to the Dutch, and at one time they were a part of the United Netherlands. But they have had a long and strange history, and have during the last 1,500 years, owed allegiance to many princes and countries, yet they have continued to preserve their own language, to produce their own art and to maintain their love of the picturesque and the simple life.

Some Ancient Towns. It is true that the great gambling place, the seaside resort Ostend, lies in Flanders, but it was the late king of the Belgians, Leopold, who made that quiet summer resort what it became. With Nieuport it is one of the most ancient towns in Flanders and dates back to the times when the northmen came down and tried to make the Flemings slaves.

Although the Flemings are fighting side by side with the French, they had for years prior to the war united in opposing everything French and many parents in Flanders have pursued the inhibition to the extent of declining to permit their children to learn a single word of that language.

There are no braver people in Europe than these selfsame Flemings, but they have been the victims of conquest over and over again. Had it not been that the Walloons dwell principally in the eastern provinces those abutting Germany, there is reason to believe that long ago Belgium would have fallen to the German empire, and probably without any serious struggle.

The events of the opening days of the present war, however, have changed the entire face of Belgium's history and that of Flanders also. Today the people of Flanders have seen their beautiful cities reduced to ruins and their people enslaved by a cruel

NATIONAL BREAD ECONOMY BREAD HAS NO SUBSTITUTE

By Louise Caldwell. Institute lecturer in home economics, Kansas State Agricultural College at Manhattan, Kansas.

WITH flour around \$12 to \$13 a barrel, bread at ten cents and fifteen cents a loaf, the housewife is staggered by her monthly bread bills. Can she find a substitute for bread, a universal food, the largest single item in the diet of the vast majority of people? She can not.

We may suggest meat substitutes, butter substitutes and substitutes for potatoes that play their roles reasonably well, but a bread substitute would be nothing short of an apology. The cereal breakfast foods furnish the same food principles, but, substituted for bread, would grow extremely monotonous, if not positively distasteful.



Miss Louise Caldwell.

Potatoes as a substitute are no economy at present prices. Shall we then cut down the allowance and go hungry? Experience teaches us that we can not afford to eliminate bread from our diet so long as it is obtainable.

Mr. Hoover's advice in regard to the staple foods is to eat plenty, wisely and well, and without waste. The last suggestion is the one that will help us in the solution of our bread problem. Cut down the waste. Too much bread is finding its way to the pig pen from injudicious buying, slicing, poor storing and our antipathy for stale bread.

We read that seventy thousand loaves of bread are returned weekly to Kansas City bakeries and sold largely for stock feed at a loss of \$2,800 to the bakers. Simply because we scorn day-old bread. Stale bread is good food and more wholesome than that freshly baked. There are a few who buy it through preference and some for economy's sake, but as yet the stale bread purchasers are comparatively rare.

Shall the housewife bake her own bread? This is out of the question for the business woman who is away from home all day. She might be able to accomplish the feat and often does, but at a great sacrifice of energy and too often loss of sleep, which, if long continued, must be paid for in the end at a high price.

Meals and flours made from various other cereals have been recommended as substitutes for wheat flour in bread making, but no other flour has been found that has the same desirable qualities as the flour made from wheat.

The most important thing for the housewife to learn just now is to prevent one single crumb of bread from finding its way to waste.

Bread should be stored in such a way as to insure its keeping. Do not remove the wrapper from baker's bread before putting it into the bread box, which should be perfectly sweet and clean. A tin bread box with proper ventilation is most satisfactory. It should be washed, scalded and sunned at least once a week, if not oftener. Do not allow bread to mold in the box. Musty or moldy bread very soon spoils fresh bread placed in the same container.

Slice only enough bread to serve the family for one meal. Better slice a second time than have pieces left over. Cut slices in half so individuals will not take more than they can consume.

Make it bad form to leave even a square inch of bread on the plate or crumbs on the tablecloth. If slices should be left on the bread plate, pack together closely and return to bread box.

Teach youngsters to eat bread crusts—not because they will make their hair curly, for they will not, and it is poor policy to deceive a child even in so small a matter as this—but because the crust is the most wholesome part of the loaf. The starch is more thoroughly baked in the crust than in the crumb and consequently more readily digestible. Besides this children need hard crusty foods to develop their teeth and teach them to masticate properly.

But no matter how careful the person in charge of the food supply in the home may be there is very likely to be more or less stale bread. Her problem is to convert this unpalatable food into an edible and tempting product, which may be accomplished in a variety of ways.

Partially stale bread may be freshened by moistening slightly and warming in a covered pan in a moderate oven. Bread too stale to freshen in this way lends itself well to toast making and may be served dry, buttered, or moistened with milk or cream; as a garnish for meats, vegetables and eggs; or as croutons, sippets and toast sticks with soups. Coarse bread crumbs can be used economically in making puddings and scalloped dishes, while fine crumbs made from thoroughly dry bread ground and sifted are good for crumbing croquettes, cutlets, fish and vegetables to be fried; as a substitute for part of the flour in griddle cakes and gems; or for thickening soups.

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conqueror. At the same time they have seen France and England come to their assistance, and Flanders hereafter probably will not be so proud of its Low Dutch language that it will neglect the study of French, which is the language used largely in other parts of Belgium.

Ghent has been called the City of Flowers and the Soul of Flanders. It was the home of Flemish art, and here was to be seen before the war Van Eyck's masterpiece, "The Adoration of the Lamb," in the Cathedral of St. Bavo. It was here that the peace of 1815, which concluded the war of

1812, was signed by the commissioners of Great Britain and the United States.

Bruges is a picturesque old city, a city of bridges and the Venice of the North. There the early printer Mansion taught his art to the English merchant, Caxton, who carried the art to England and began printing, preserving for us some of the most remarkable pieces of English literature, for he was the first printer of Chaucer.

All the arts have flourished in Flanders. Indeed, in the early Middle Ages it might be said to be the cen-

ter of industrial art in Europe. Even now the tapestries of Bruges, the laces of Ghent have their praises sung, and the towers of the ancient country have inspired a host of poets, for its old bells and its ancient architecture have been the joy of artists from every part of the world. Alas! the cruel invasion of the Germans has reduced to ruins the historic Cloth Hall at Ypres, which was built by that Count Baldwin who afterward led a crusade at Constantinople, and have made other towns unrecognizable.

Flanders was the home of the guilds in the Middle Ages, and many of the guild halls are to be seen today, the product of an age of artistic architecture. The loss to the world of art by the invasion of Flanders cannot be estimated, and now most of its art objects are merely a memory.—Philadelphia Ledger.

Proposed New National Park on Mississippi

The traveler is always on the still hunt for new scenes. Too often he overlooks attractions near at home. This seems to be the case about our own Mississippi. Before the war the Rhine was civilized, when the Columbia, the Hudson or the Mississippi should have been. Now that we must confine our travels to our own shores, perhaps more of us will learn that instead of being an uninteresting river, flowing through low, marshy land, the Mississippi for miles traverses a fertile valley; its high bluffs are as picturesque as those of the Hudson, and a trip on the Father of Waters offers as much of a treat for the vacationist as can be found in any inland waterway.

The government, recognizing the beauty of the Mississippi country and to conserve it for the benefit of the people is now considering setting off another national park along its upper waters, in the vicinity of McGregor, Ia. Six thousand acres of the most beautiful territory in the middle west, on both sides of the great stream, are included in the scope of the park, which, like many another section of the United States, has been likened to Switzerland. The bluffs of the river are rivals for the reputation accorded to the Palisades of the Hudson.—Leslie's Weekly.

Bee Wants-Ads Produce Results.

FORMER OMAHA BOY GETS FIRST LIEUTENANCY.



Warren E. MacGregor

Dr. Warren E. MacGregor, son of Rev. D. W. MacGregor of Tekamah, Neb., and formerly a Methodist minister of this city, has been appointed first lieutenant in the dental section of the officers' reserve corps, United States army. The lieutenant is 22 years of age and resided in Omaha eight years. He is a graduate of the dental department of the University of Nebraska in the class of 1917. At present he is located at Tekamah, Neb. He has many Omaha friends.

Career of Russia's Pluckiest General Is Full of Thrills

General Korniloff is considered the pluckiest general in the Russian army. The story of his career reads like a fairy tale.

Short of stature with a bristling mustache, Korniloff, who is a general of the Siberian Cossacks, first became

known during the Russian retreat in the Carpathians in 1915. Against desperate odds he held out with his division till he himself was taken prisoner by the Teutons. For several months he was interned in Austria and subjected to all sorts of humiliations there.

Last year he decided to escape. Disguised as a peasant, risking his life on many occasions, he walked hundreds of miles across the Carpathians into Roumania. When he finally arrived in Russia he was greeted with unbounded joy by the army. His feat also made him very popular with the entire nation. This made it possible for him to gain the great honor immediately after the revolution of

being the first commandant of the revolutionary army at Petrograd. In this capacity he was dispatched to Tsarboe-Selo to arrest the czarina. The scene that followed his arrival at the residence of Nicholas Romanoff on March 21 has become historic.—New York Times.

Utterly Innocent. A man who is steadily employed finally had a day off and decided to go fishing, taking his hawobon with him. When he reached the creek he discovered he had dropped the lunch packet somewhere on the road and hastened back to look for it. Presently he met a husky negro, who was looking happy and picking his teeth. "Did you find anything on the road as you came along?" asked the gentleman. "No sah," answered the negro. "I didn't find nothing. Couldn't a dog have found it and eat it up?"—Everybody's Magazine.

Opportunity Knocks But Once--This Is Yours

MAXWELL—Driven only 4,000 miles; surprisingly low price.

SAXON SIX TOURING—Used as a demonstrator just enough to take all stiffness out. Runs like a clock.

SAXON SIX TOURING—Driven only 8,000 miles. Excellent condition.

STEVENS SIX—Brand new. Never been used. Will retail at wholesale price.

We have several other good used cars on which we will let the purchaser make his own price.

Noyes-Killy Motor Co.

2066-68 Farnam Street, Omaha Phone Douglas 7461

The Latest National Test of the Franklin Car

THERE never was a time when so many people were interested in a lowered cost of automobile use and maintenance.

It becomes a vital question as gasoline and tires go up in price.

What motorists want is free use of their cars: freedom from frozen radiators, repairs and car troubles; greater ease of handling; safety; economy; and the utility of the enclosed car for general use.

There is something for every motorist to think about in the Franklin National Efficiency Demonstration of July 13, 1917.

One hundred and seventy-nine Franklin Touring Cars—Series 9—in all parts of the United States, over roads good and bad, and in weather partly fair and partly rainy, recorded an average of 40.3 miles to one gallon of gasoline.

Franklin Establishes New World's Record for Gasoline Mileage

The conditions of the test are quite as significant as the results.

These conditions are printed on this page. They can be followed by any make of car, or by any two or more makes of cars in competition.

They open up to any motor car owner a simple, positive check on the performance of his car.

The man who is undecided which of several makes of cars to buy, need only put the cars through this test to get an unfailing gauge on their relative thrift—not only on gasoline, but in tires and every other item that enters into the operation of a car.

Franklin National Efficiency Demonstration Rules and Regulations

1. **Date**—Test to be made on Friday, July 13, 1917, regardless of road and weather conditions.

2. **Equipment**—Test to be made with Franklin Series 9 Touring Car, strictly stock model. Tires to be inflated to at least 40 pounds. Top should be down and windshield open, unless weather prevents. Car to carry regular stock equipment only.

3. **Fuel**—Use ONE gallon of ordinary grade of gasoline, testing between 60 and 65 degrees. DO NOT use a special high test gasoline. Obtain certificate of the quality of the gasoline.

Use one gallon gasoline from measure certified to by local Sealer of Weights and Measures.

4. **Observers**—Test to be supervised by two disinterested parties of unquestionable standing, preferably an officer of your local automobile club, a representative of the press, or some high city official.

Duties of Observers: See that trip register on speedometer is at zero. Take accurate reading of speedometer and mark it down. At close of test take another reading of speedometer and report results in miles and fractions thereof.

Observers should inspect certificate as to test of fuel and satisfy themselves as to this point in any other way necessary.

Observers should satisfy themselves that one gallon of gasoline has been properly measured

and used as the supply. Note that the main gasoline tank and any other possible source of supply except specified container, is disconnected.

Observers should trace out and inspect the piping from the container to the carburetor, to be sure that everything is as represented.

5. **Passenger Load**—To consist of driver and two observers only, one to sit in front with the driver.

6. **Route**—Lay out your course so that you can return to starting point. Start to be made from your own place of business, automobile club headquarters, or from a prominent hotel or equally well-known place. Cover a well-known route so the mileage shown by speedometer may be checked up from common knowledge.

7. **Weight**—Car to be weighed on city scales immediately after test is completed and while the three occupants are still in the car.

8. **Speed**—For maximum economy maintain as near 23 miles per hour as possible, except when coasting. Coasting has always been allowed in official economy trials. Call observer's attention to fact that you will coast whenever you can.

9. **Report**—The results to be attested to by driver and observers before a Notary Public on certificate furnished for the purpose. Mail one copy to the factory; retain the other.

How Gasoline Economy Shows Efficiency Throughout the Car

Every automobile engineer knows, whether he admits it or not, that gasoline mileage is the final test of the easy-rolling qualities of a car. Easy-rolling means minimized friction, and where there is little friction less power is required to propel the car.

It is a fact that, on the same amount of initial power, the Franklin will coast farther than any other car. This is a result of its scientific-light-weight and flexible construction, its balance and resiliency, the quality of its materials and its sound workmanship.

Back of this minimizing of fuel waste, you see Franklin Direct-Air-Cooling—its influence on the efficiency of the Franklin engine, its elimination of the usual 177 heavy and

complicated water-cooling parts.

High gasoline bills always indicate friction or excessive dead weight—power diverted from mileage and consumed in dragging the car.

Dead weight means a rigid construction—a stiff-riding car, destructive to tires and expensive in repairs and depreciation.

At this time, when so many motorists are tending towards Enclosed Cars, it is well to know that every advantage of Franklin construction applies equally to the Franklin Enclosed Models.

It is still a new thought to many, this practical adaptability of the Franklin Enclosed Car—with its protection from heat or dust, from wind or rain, from cold or snow—ready for as hard and as free use as any open model, and with practically the same economy.

It was the efficiency and road ability of the Franklin that first pointed the way to the use of the Enclosed Car for all purposes.

Over a period of fifteen years the Franklin has been urging and demonstrating automobile economy. For a while it did not have much of an audience; the public eye was filled with other things.

Franklin Dealers Ready to Prove Franklin Facts

Nowadays most automobile announcements are talking Thrift—but few are proving it by facts and figures. The idea seems to be to find what the public wants and then claim it vociferously.

There are no two ways about this Thrift question. Either a car has it or it has not. If it has, it can be demonstrated. Ask us to show you.

FRANKLIN MOTOR CAR CO.

2205 Farnam Street

Phone Douglas 1712

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Here's the Still Better Willard

Here's the Willard Battery with Threaded Rubber Insulation which made such a remarkable record in two years' test on 35,000 cars.

Come in and let us explain the vital importance of this better battery insulation in postponing the day of repairs.

Don't forget, either, that we're still on the job to help you get long life and service from your battery.

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We have a rental battery for your use if yours needs repairs.



Willard Threaded Rubber Insulation