

# SWEDEN GROWS RICH; FOOD GOES INTO GERMANY

### Dearth of Supplies Due to Cupidity and Pro-Germanism, Says Swedish-American.

Paris, Sept. 3.—"If Sweden has crying need of food supplies, as Admiral Lindmann, Swedish minister of foreign affairs, tries to make out, it is due solely to the cupidity of a group of money grabbing exporters and the infatuation for Germany that prevails in our aristocracy and court circles."

This is the comment of a Swede, a resident of the United States, who has just arrived here from a long sojourn in his native country. Discussing the situation there he said it is certainly difficult, and cited as proof the popular demonstrations which have taken place recently with significant frequency.

"The working classes of Sweden are desperate from hunger," he said, "but also they are exasperated by the policy of the government, which is autocratic to the extent of rivaling the Hohenzollern regime. Only a suicidal policy could have brought such distress to an agricultural country like Sweden, which, moreover, since the beginning of the war has increased the imports of American cereals 400 per cent, compared with the imports before the war."

**Fed Prussia, Made Profit.**  
"The reason is that these imports, plus a vast supply of Swedish grain and cattle, have been exported to Germany to profit solely a number of wealthy pro-German Swedes and the German military party. These profiteers even had the impudence to extol the press what they called the intelligence, courage and material and moral fortitude with which the Swedish government defied England."

"But the food shortage led the people to look into the causes. The discovery that the government's policy antagonized England, France and the United States, the very countries where Sweden could have obtained everything necessary for its alimentary and industries, created a spirit of animosity against the financial aristocratic speculators, whose sole object was to pocket German millions and help fasten the Prussian yoke on Europe."

**Ruling Class Pro-German.**  
"But hunger was not the sole cause of the recent disturbances. The workmen and small farmers are republicans as a class and are ready to seize any chance to escape from the semi-feudal conditions and 'Prussian liberty' which are choking Sweden. The ruling class, composed of a few ancient families, is imbued with ideas of German kultur. They admire Prussian militarism, practice its principles, its domineering ways and its harshness and absurdity."

"The officers in Sweden are more swaggering than in Prussia. Imitators always exaggerate the defects of their model. Conditions have become worse since the accession of the present king and queen, who are German sympathizers only, with pro-German sentiments. Any display of liberalism lays a man under the ban and exposes him to all sorts of vexations from the tyrannical, brutal police."

"Two leaders of labor organizations, members of the lower house, have been sentenced to prison for anti-German and anti-militaristic speeches. On the other hand, the greatest license is allowed to the insulters of President Wilson, who is abused grossly for having dared to take steps to protect the lives and commerce of the United States against submarines and to control the Swedish exportations to Germany."

"The Swedish junkers profess contempt for these steps and count upon profiting from a German victory, but will have reason to regret their blindness and arrogance sooner perhaps than they think."

### Earmarks of Humanity Visible in Four Types

"A good judge of human nature is born and not made," declared Dr. G. Stanley Hall, president of Clark university, at the University of Pittsburgh while speaking on "Tests." "We hope to be able to train them some day. All we can hope to do at present is to improve them. Base ball scouts are not able to tell how they pick men, neither can any employer tell how he picks his men." Dr. Hall described the French system of dividing men into four general types and selecting them for particular positions in the army accordingly. He said:

"First—The digestive type. It is characterized by the heavy jaw, broad abdominal region. Such men require more food, need it regularly, must be well fed. Such men are best on the defensive. They are hard to dislodge from the trenches.

"Second—The respiratory type. Nostrils and ears large; large, long chest; demand plenty of pure air; get restive under confinement. Such men are selected for work on high mountains; they are good in the charge; in making an attack. Such men exclusively are selected for the aviation corps.

"Third—The muscular type. Head is square; limbs good and strong; body short. This type is good for the bayonet charge in the artillery service.

"Fourth—The nervous type. Large head tapers down to a sharp jaw. Such men have power to draw upon their reserves. They can get their second wind. The really great are men of this type. Along with this type is closely associated a willingness to sacrifice self for the good of others.

"Children and animals are guided by the desire to gain pleasure and avoid pain. As they grow older they should learn to bear present pain for future pleasure."

Dr. Hall said in conclusion that the great question is whether industries whatever develops human nature is good and everything that does not is bad.—Pittsburgh Dispatch.

**Wild Ideas.**  
Secretary Daniels said at a reception: "Some of the ideas submitted to us for fighting the submarine peril are excellent. Some, again, remind me irresistibly of the pigeon fancier."

"There's a pigeon fancier in my native town who has a great success with the bird. A farmer said, evidently, to him one day: 'You never lose a pigeon! How is it? Where's your secret?'"

"Well, you see," said the fancier, "I cross my pigeons with a talking parrot, so that if they get lost they can ask the way home!"—Washington Star

## A Day of Military Life



### LIBERTY MOTOR TEST ON PIKE'S PEAK ROAD

#### Airplane Experts Able to Experience Conditions Similar to Those Encountered in High Altitude Flights.

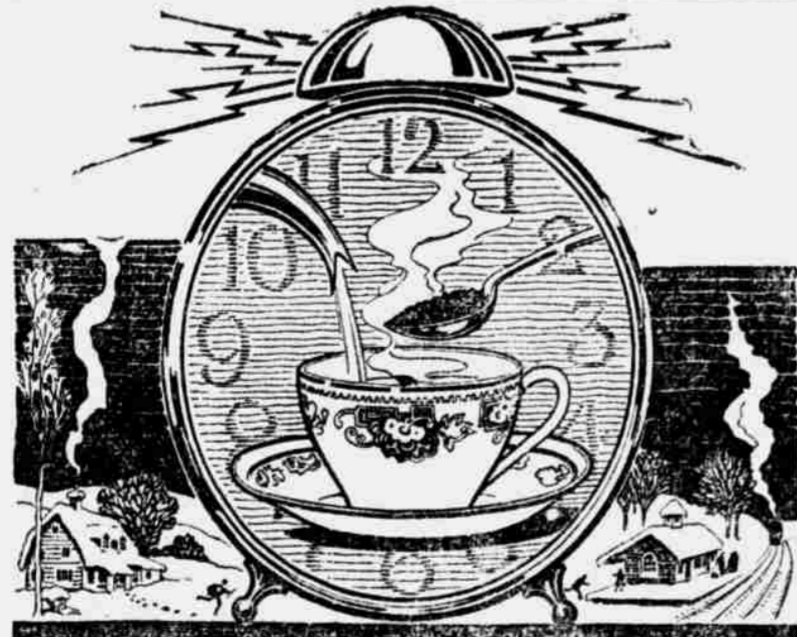
The decisive tests which proved the efficiency of the new Liberty motor and led to its early adoption by Secretary of War Newton D. Baker for Uncle Sam's war airplanes were made on the Pike's Peak auto highway near Colorado Springs. Experts are still working with the new motor and daily experiments are being made at different altitudes on the highway. Airplane engine experts who have been conducting the tests say that there were only three ways in which the new Liberty motor could be finally tested—in an airplane in actual flying, in a vacuum room where the barometric pressure could be reduced to equal conditions at an altitude of 15,000 feet and on the Pike's Peak auto highway.

**Engine on Big Truck.**  
It is obvious that with the engine in an airplane for actual flying the tests would have extended over a long period and at best would have been exceedingly difficult. Experiments in a vacuum room would have been very expensive and wind and weather conditions, which play an important part in airplaning, would have been lacking.

So the third method was adopted. With the engine mounted on a huge Packard truck, E. L. Graham, expert with the airplane division of the National Council of Defense, and Glynn Reynolds, motor specialist in the signal corps, were able to experiment with the new Liberty motor at every altitude from 7,415 feet at the beginning of the highway, to 14,109 feet, at the summit of Pike's Peak, where the highway ends.

As a result of the facilities afforded by the Pike's Peak auto highway Uncle Sam's experts were able to make tests in a few weeks on which European experts had spent three years. Additional experiments are now being made on the highway. The new Liberty motor which is here weighs about 535 pounds when developing 230 horse power, or an average of 2.25 pounds per horse power. The fastest British plane motor weighs five pounds per horse power. The Liberty motor develops its maximum speed at 1,700 revolutions per minute and its loss of power in altitudes is so slight that it will have a big edge in speed at great heights, where many aerial engagements are fought.

**Memphis' Island of Mud.**  
The Mississippi river rises every year. Sometimes the overflow causes a great deal of damage and occasionally creates very unusual conditions. After the overflow of 1911 the citizens of Memphis, Tenn., noticed a small place in the harbor where mud rose above the water. No attention was paid to this condition until 1915, when the river again overflowed. After the water subsided Memphis found a 35-acre island in its harbor. This large tract of land threatened to cut off the city from the river trade. Dipper dredges are now at work removing the unwelcome land acquisition.—Popular Science Monthly.



**When There's Not A Minute To Lose Instant Postum is a friend indeed. Made in the cup instantly, and mighty delicious and nourishing.**

**"There's a Reason"**

### High Wireless Tower Now Marks Site of Ancient Well of Abraham

Beersheba, where Abraham dug a well and planted a grove as the Bible narrative records, recently became the headquarters of the Turco-German forces operating to prevent the British invasion of Palestine, writes a German war correspondent.

In the thousands of years which have elapsed since Abraham's day, Beersheba has experienced no more remarkable change than has taken place with its occupation by the Turkish and German troops.

Beersheba lies southeast of the town of Gaza, one of the goals of the British military expedition in Palestine. Now the tall masts of a wireless station tower high in the air over this oasis on the borders of the Sinai desert and Beersheba has been blessed by the war with material prosperity it never knew before. It has even acquired a "Hotel Abraham," a hazy of small stores, and a moving picture show operated by the neighboring electric power station. The performance began at 8 o'clock. The small entrance fee handed over, the

movie devotee found himself admitted to a farm yard. Ahead, on a fairly high house facade, hung the linen screen whereon Austrian and German troops were to be seen wreathed in the smoke of cinematograph battles.

Unfortunately, in the last few days, writes the German visitor, the movie paradise of the wilderness has closed its doors. British airmen turned nocturnal enthusiasts and made flights in the moonlight, in the course of which they paid visits to Abraham's ancient country seat. The authorities decided it was unnecessary to provide electric illumination to indicate where the visitors' bombs might most advantageously be dropped. The electric power station stopped lighting Beersheba's streets, and ceased to provide its current for the movie show. The proprietor of the show had to pack his boxes and rolls of films, and betake himself to pastures new. The date of the reopening is not stated. Possibly on the triumphant entry of the hosts from Egypt.

### Seven Reasons Why Women Fear Mice

Why is a woman afraid of a mouse? It is a question that no psychologist is able to answer satisfactorily. The best that can be done is to hazard a guess.

One scientist says: "A woman is afraid of any small animal whose movements are rapid and uncertain. For that reason she fears a bat quite as much as a mouse."

Another wise man suggests: "If women wore trousers, they would not fear mice. Their fear is lest the mouse gain a lodgment beneath their clothing."

Another says: "It is largely a matter of education. Mothers teach their little girls to be afraid of mice."

Another: "Women anciently lived in caves, which were infested by swarms of mice. At night mice scampered over them, engendering a nervousness on the subject which has become hereditary in the sex."

Another: "A woman has an instinctive antipathy to an animal against which she cannot very well defend herself, and from which she cannot get away. If it pursues, how shall she escape? The fact that it never does pursue, being itself bent on escaping, ought to appeal to her reason. But reason never governs a woman where her impulses are concerned."

Another: "Women are not so much afraid of mice as they used to be. They know more about natural history than formerly, and it is no longer fashionable for a woman to be timid and nervous. Plenty of women nowadays are no more afraid of mice than men are."

Another: "Men are more afraid of a good many things than women are. A man has an instinctive fear of a dead body; it is not so with women. Since time immemorial it has been a duty of women to take care of the dead, and so they have got used to it."—Philadelphia Ledger.

## ARMY OF 1,000 DOGS FOR WAR PROPOSED IN BILL

### Senator Brady's Measure for Canine Fighters Has Approval of Secretary of War Baker.

Washington, Aug. —With the backing of Mr. Baker, secretary of war, Senator Brady of Idaho has introduced a bill to have 1,000 dogs "do their bit" in the war. His measure would appropriate \$40,000 to enable the War department to buy dogs for military uses. The bill authorizes the secretary of war to accept dogs presented to the department.

The senator has received a letter from Mr. Baker heartily endorsing the bill. The question of using dogs in the army has been approved by the war college as well as Major General Gorgas, surgeon general of the army, Mr. Baker said. He reminded the senator that the War department had urged an appropriation for dogs more than a year ago, but the congress had rejected it.

**Dogs are Contributed.**  
Mr. Baker said the War department had received a gift of seven dogs at the outbreak of the war, but had been forced to return them to the donors because there was no money to train and maintain them. He also said he understood that the Military Dog club of New York was prepared to donate 100 dogs just as soon as authorization to accept them could be obtained.

Senator Brady's bill was referred to the military affairs committee. The senator is a member of the committee and will urge a prompt report on it. He declared that the example of the French army, which now is using 12,000 dogs, demonstrated the necessity of quick action. Explaining his bill, Senator Brady said:

"We are engaged in the greatest war of all time—a struggle which will require every ounce of our strength in its prosecution. No stone has been left unturned to make the army we are sending to France efficient."

"No means should be overlooked to prepare and equip that army to meet the most capable foe. We are fortunate at this time to have for our study the experience of the European armies in three years of strife. Among other developments of the war we find that great use has been made of dogs for military purposes. It is said that more than 10,000 of these animals are found in the fighting area, some serving faithfully and well as trench sentries, some serving as couriers carrying messages from the front to the rear, some succoring the wounded and hundreds

watching and assisting in the guarding of the hundreds of thousands of prisoners behind the lines. No modern army can be said to be fully ready for the war without these trained animals.

### Mystic Humboldt River And Its Crooked Course

Asia Minor has its River Meander, South America its River of Doubt, and now Nevada comes to the fore with the Humboldt river—for its width and length the crookedest river in the world.

The Humboldt flows southeasterly through the central part of Nevada, wending its devious and irrational way over desert sands from a place whose origin is not yet charted, to end itself suicidally in a huge hole in the desert. The Nevada natives know it by various names, among them the "Loosed" river, and with good reason, for the erratic stream turns, twists and corkscrews its path in a manner beyond comprehension or explanation. At one place in its flow, between points two and a half miles apart, it pursues a tortuous existence of eight miles, during which its course is alternately north 25 times, east 18 times, south 30 times and west 41 times.



## OUR DEFENSE

Our boys are defending this country on the high seas and on the land. Our own defense against a common enemy is to keep the system clean by ridding the body of the toxins, or poisons, which are bred in the intestines. When you feel tired, sleepy, headachy, when your breath is offensive, or pimples appear on the face and neck, it is time to recognize the danger and protect your bodily health by taking a good laxative or liver medicine.

The machinery of the body needs to be oiled, kept in good condition, just as the guns or machinery of a ship. Why should a human person neglect his own machinery more than that of his automobile or his guns? Yet most people do neglect themselves. Their tongue has a dark brown color, skin sallow, breath bad, yet they fail to see that their machinery needs attention.

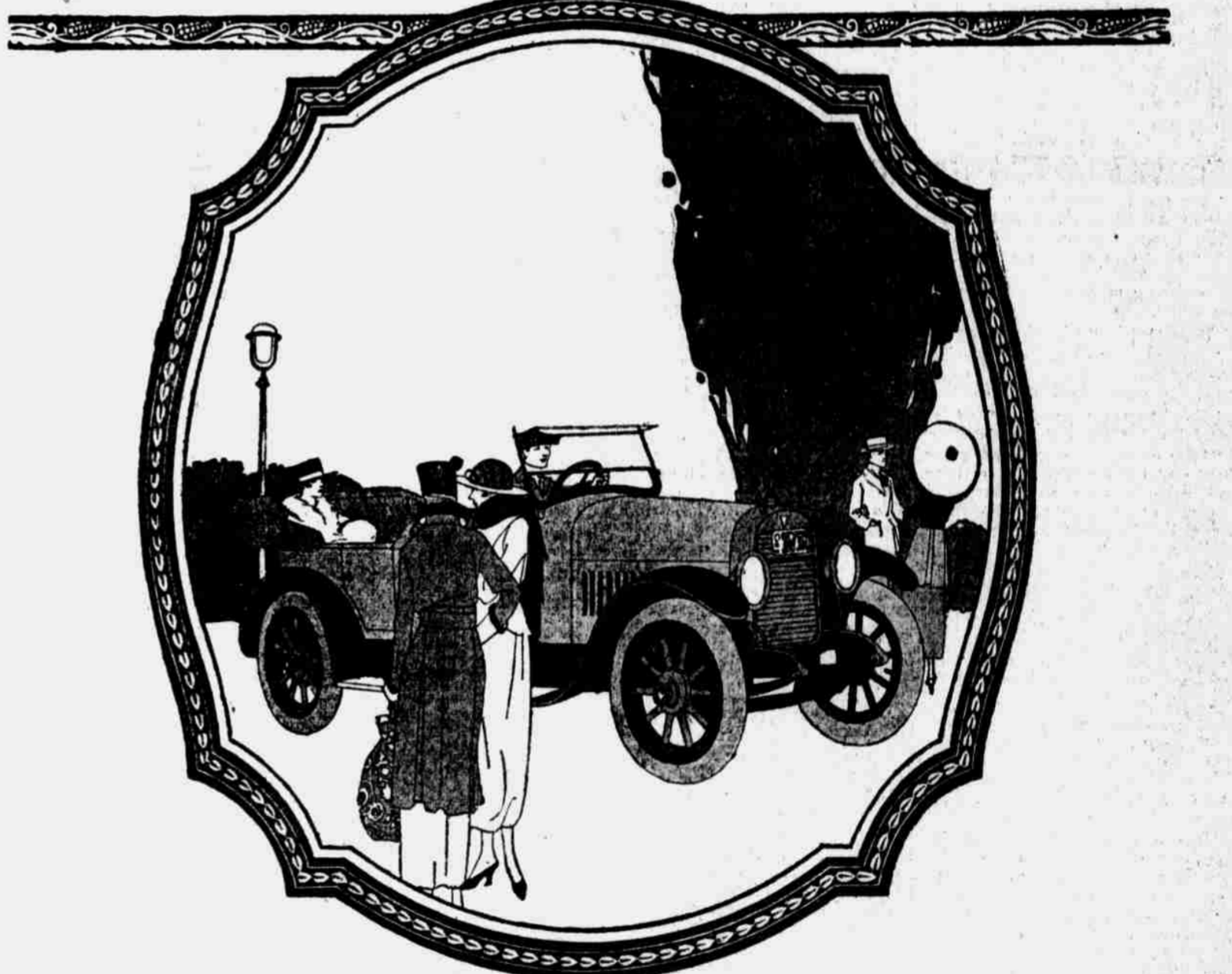
Dr. Pierce's Pleasant Pellets have been known for nearly half a century. They are made of May-apple, leaves of aloe and jalap, made into a tiny pellet and coated with sugar. They are standard and efficacious. You can obtain them at any drug store in vials for twenty-five cents. Ask for Dr. Pierce's Pleasant Pellets—and get no other!

**Just a Mouthful.**  
Mrs. Brewster was entertaining her club and the ice was being served. Presently the hostess observed that one of her guests had eaten all of her serving of cream, whereupon she hastened to her side.

"My dear Mrs. Glover, do let me give you some more ice cream."

"Well, thank you, Mrs. Brewster, I will take some more, but just a mouthful, please," replied the young woman.

"Martha," announced the hostess, "fill Mrs. Glover's plate."—Philadelphia Ledger.



## Think of this with reference to the Hudson Super-Six

Fifty thousand cars sold in the past two years  
Only 15,000 available this year

Thousands are bound to be disappointed this year for they won't be able to get a Super-Six. During the active buying seasons there has never been enough Hudsons to meet the demand. Imagine then what must follow this spring, now upon us, when people will want cars. Automobile production has already been curtailed at least forty per cent under last year's output.

Passenger train schedules have been cut one-fifth. More and more now we will have to rely upon the automobile as a means of transportation. There simply will not be enough cars to meet the demand. And just see how the Hudson especially will be affected with its reduced production.

Never before has it been so important that the motor buyer be so particular about the proved qualities of the car he chooses. Thousands upon thousands of the best motor mechanics have left their regular employment in the garages and service stations throughout the country to give their skill to the repair of aeroplane and motor truck engines. The man who has a car requiring frequent mechanical attention will be greatly inconvenienced. There will not be the skilled men to make the repairs. That is another reason why the Super-Six must be the choice car. Its reliability is so well established that buyers who appreciate the importance of having a car that does not call for constant mechanical attention will soon take up all we can build.

Review in your own mind the history of the Hudson Super-Six as you know it.

Think of what it has done as proof of its endurance. You must know intimately the performance of from one to a dozen Super-Sixes. They are always on the road. Their owners almost never postpone planned trips because of some unexpected necessity for the car to go into the repair shops. They are just like proved and reliable timepieces which go on day after day and month after month doing the things they were built to do and doing it without obvious effort.

Bear in mind that any automobile is going to be hard to get before the season is past because of the reduced production. Then, think how difficult in particular it will be to get a car of such demonstrated reliability as the Hudson Super-Six.

## GUY L. SMITH

"Service First"

2563-65-67 Farnam St., Omaha, Neb. Doug. 1970.  
See the Hudson Super-Six, Space "10," At the Auto Show.