

ATTENTION!

This is the year to sow Fertilizer and secure large crops of wheat and rye. Do this by buying the

Superior Fertilizer Drill

OR THE

John Deere Disc and Fertilizer Drill

WE HAVE THEM

Corn Binders---

We have the Milwaukee and John Deere—the best makes.

Remember that on everything you have purchased of us you have made a saving, and got value received for your money.

FIRST-CLASS PLUMBING AND TINSHOP.

HOLMES & WALKER

We Are Always Open and Will Treat You Right.

Specials For Saturday

August 14th

Arm & Hammer Soda.....	5c
Red Alaska Salmon (tall can).....	26c
Sardines, per can.....	7c
Best Seeded Raisins, per package.....	12c
Six Rolls Toilet Paper.....	25c

Keusch & Fahrner

—The Pure Food Store—

Report of the condition of

THE FARMERS AND MERCHANTS BANK

At Chelsea, Michigan, at the close of business August 31st, 1918, as called for by the Commissioner of the Banking Department:

RESOURCES			
Loans and Discounts, viz.:	Commercial	Savings	
Secured by collateral	\$ 2,641.52	\$ 8,950.00	
Unsecured	70,752.35	55,075.00	
Items in transit	32.25		
Totals	\$ 73,426.12	\$ 64,025.00	\$137,451.12
Bonds, Mortgages and Securities, viz.:			
Real estate mortgages		\$198,030.20	
Municipal bonds in office		37,441.75	
U. S. bonds and certificates of indebtedness in office	31,000.00	12,000.00	
War savings and thrift stamps		998.40	
Other bonds	28,385.82	16,000.00	
Totals	\$ 59,385.82	\$264,470.35	\$323,856.17
Reserves, viz.:			
Due from Federal Reserve bank	\$ 9,000.00	13,000.00	
Due from banks in Reserve cities	4,179.21	3,000.00	
U. S. bonds and cert. of ind. carried as a legal reserve		41,000.00	
Exchanges for clearing house	292.29	1,100.00	
Currency	1,708.00	3,000.00	
Gold coin	272.50	1,000.00	
Silver coin	923.10	1,000.00	
Nickels and cents	92.20	65.16	
Totals	\$ 16,467.33	\$ 63,165.16	\$ 79,632.49
Combined accounts viz.:			
Overdrafts		\$ 161.54	
Banking house		2,800.00	
Furniture and fixtures		1,500.00	
Stock of Federal Reserve bank			
Total		\$545,401.32	
LIABILITIES			
Capital stock paid in		\$ 25,000.00	
Surplus fund		25,000.00	
Undivided profits, net		8,252.20	
Dividends unpaid		40.00	
Commercial Deposits, viz.:			
Commercial deposits subject to check		\$ 92,341.91	
Certified checks		95.65	
Cashier's checks		36.95	
U. S. Government deposits		2,975.00	
Total		\$ 95,448.61	\$ 95,448.61
Savings Deposits, viz.:			
Book accounts—subject to savings by-laws		\$347,744.67	
Certificates of deposit—subject to savings by-laws		43,915.84	
Total		\$391,660.51	\$391,660.51
Total			\$545,401.32

State of Michigan, County of Washtenaw, ss.
I, Paul G. Schaible, Cashier of the above named bank, do solemnly swear, that the above statement is true to the best of my knowledge and belief and correctly represents the true state of the several matters therein contained, as shown by the books of the bank.

P. G. Schaible, Cashier.

John B. Cole, Notary Public.
My commission expires October 23, 1919.

Correct attest: J. F. Waltrous, John Kalmbach, O. C. Burkhardt, Directors.

CHELSEA PEOPLE IN IOWA

Leach-Bagge Auto Party Spent Sunday Near Town of Nevada.

A letter from the Leach-Bagge automobile party, who are touring west to California, was received by the Tribune, Wednesday. The letter was written Sunday, September 8th, and follows:

Friend Ford:
We are not travelling today and are camping in a little grove near the town of Nevada, Iowa. It is a fine spot and we are by ourselves.

The crops look fine in Indiana, Illinois and Iowa. Frank asked a farmer how the yield was and he said, "Corn 125 to 150 bushels, wheat 40 bushels, oats 70 bushels per acre, but a poor apple and potato crop."

The roads in Iowa are fine, but hilly and in rainy weather they are impassible between Cedar Rapids and Belle Plaine. We hit it just right as the rains were over.

We find that even a Ford has to have gas. Saturday morning Lorenz couldn't make one of the hills and that was the only reason. But there is always some one around to help a person out this way and soon a man came along on horse back driving cattle. He said to come to his house, so we did and were soon on our way. We met William Froy of Mechanicville. He is an uncle of Fred Klingler and Mrs. VanRiper and he said he knew lots of people in Chelsea. He invited us to supper, but we thought best to hurry on. We found poor roads east of Chicago, full of sharp stones. Lots of fat cattle and hogs in this state and lots of pasture and corn.

We have the machines all ready for next week. Last night was the first mosquitoes we have had, but we put netting around Frank's tent and around Lorenz' machine and there wasn't one mosquito inside. Guess this is all the news for this time.

REPUBLICAN CONVENTION.

At the Republican county convention in Ann Arbor, Tuesday, the following were elected delegates to the state convention:

Delegate at large—Otto D. Luick.
Delegate from the first representative district—William L. Henderson, Ann Arbor; John Munn, Salem; Clarence J. Sweet, Ann Arbor; William Bacon, Sylvan; John D. Thomas, Ann Arbor; J. E. Beal, Ann Arbor; Chas. Clark, Lyndon; Frank J. Davidson, Ann Arbor; Frank B. DeVine, Ann Arbor; Lewis Chamberlain, Webster; E. E. Lehand, Northfield; George N. Foster, Ann Arbor township; Frank E. Jones, Ann Arbor.

Delegates from second district—J. H. Kingsley, Manchester; George Smith, Bridgewater; G. A. Lehman, Saline; John Lawson, York; Fred Garrod, Augusta; A. A. Wood, Lodi; Clayton E. Deake, Pittsfield; A. E. Lewis, Richard Owen, E. A. Lyman, Ypsilanti; E. M. Smith, Sharon; Henry Dieterle, Scio; Perry H. Townsend, Superior.

WEST. WASH. FARMERS' CLUB.

The Western Washtenaw Farmers' club will meet with Mr. and Mrs. J. F. Waltrous, Friday, September 20th. Come early as dinner will be served promptly at noon. The program follows:

Music.
Prayer—Rev. P. W. Dierberger.
Roll call—Miscellaneous quotations.
Question, Is a tractor practical on a small farm?—L. G. Palmer.
Music.
Our county agent.
Reading—Mrs. Herman Fletcher.
Question box.
Song, American.
Please bring your own sugar.

SOLDIERS GET GOOD "EATS."

Any rumor to the effect that the soldier boys do not get good food are refuted by an extract from a letter written the first of the week by Henry Morier, describing their Sunday dinner at Camp Custer. He says:
"We had chicken for dinner today (I got a leg and a big portion of the white meat), mashed potatoes with cream (real cream right from a farm), chicken gravy, sweet corn, bread and butter, lemonade, sliced tomatoes, ice cream, mince pie, and sliced bananas with cream. It was sure some fine dinner. I could kill a guy who said that they starve a fellow in the army."

ANN ARBOR BOYS GASSED.

Word has been received that Corporal Clarence Walker of Company E has been gassed and is in a hospital in France. Another Ann Arbor gas victim in the same hospital is Owen Quinn, also of Company E. Lieutenant Iden Chatterton of Company E, 126 infantry, has been badly gassed in the face, his eyes being burned, according to a letter recently received and dated August 16. Corporal J. W. Markey, also of Company E, recently decorated for bravery in action, is in a French base hospital suffering from shell shock.—Times-News.

LINER ADS EFFECTIVE.

One of the most effective forms of advertising is in the "liner" or classified column where an investment of a few cents is certain to give prompt results. Tribune liner ads are always run under the heading, "Wants, For Sale, To Rent," in the same position on the front page where they are easy to find and invariably catch the eye. Only five cents the line for first insertion, 2½ cents the line for each subsequent insertion. Next time you want to buy something, or have something for sale or rent, try a Tribune liner.

Buy a War Savings Stamp today.

MRS. WILLIAM H. BAHNMILLER.

Mrs. William H. BahnMiller died Wednesday morning, September 11, 1918, at the family home in Lima, aged 55 years and 19 days.

The deceased was born in Marshall, August 23, 1863, her parents being John and Christina Messner. While she was still a child the family settled in Freedom township and practically her entire life had been spent in this vicinity. She was united in marriage with William H. BahnMiller, April 4, 1889, and leaves her husband, one daughter, Esther at home, and one son, Clarence, who is in the ordnance corps with U. S. army in France. She is also survived by two sisters, Mrs. G. Lesser of Dexter township and Mrs. Emma Wellhoff of Sylvan, and by two brothers, Charles Messner of Sylvan and Henry Messner of Lyndon.

The funeral was held this afternoon at one o'clock from the residence and at two o'clock from St. Paul's church, Chelsea, Rev. A. A. Schoen conducting the service. Interment at Oak Grove cemetery.

CASUALTIES IN WAR.

Out of a thousand persons in ordinary civil life in the United States about fourteen die in any given year. Combined French and British figures show that out of each thousand soldiers sent to hospitals forty-five die. These men are already so ill or have received such wounds that they must be taken into hospitals that have no room for trifling ailments. Nine hundred and fifty-five of them come out alive. Of all soldiers wounded in action four-fifths return to service. Only fourteen and a half out of each hundred are discharged for physical disability, and in many cases the disability that renders a man unfit for the arduous manual work of the army impairs his efficiency for civil life very little or not at all.

These are official figures, authorized by the War Department. They should always be kept in mind as a salutary corrective to the impressions of enormous slaughter and numberless cripples that nonstatistical reports give.

Positively the slaughter is enormous and the cripples are many. But when the vital statistics of the war are worked out and due comparison is made with the number of men engaged we shall understand why, after four years of war, Germany's man power is as great as it is.

CAVANAUGH LAKE GRANGE.

The next meeting of Cavanaugh lake grange will be held Tuesday evening, September 17th, at the home of Mr. and Mrs. Philip Riemenschneider. The program follows:

Opening song.
Roll call, interesting and beautiful places within ten miles distance.
Reading—Mabel Notten.
Discussion, "Which would be best for a young man, to buy a place on a contract or rent?" opened by Arthur Wahl.
Reading—Walter Zeeb.
Dialogue—Young people.
Recitation—Clarence Kruse.
Violin solo—Lawrence Riemenschneider.
Closing song.

AUTO TAGS COST MILLIONS.

Up to September 1, the state department had registered 229,762 automobiles, 29,960 commercial cars, and 7,452 motorcycles, according to the report of Secretary Vaughn. Chauffeurs to the number of 22,648 were licensed. The total collections for the year were \$2,840,995.35.

GREGORY.

Miss Myrtle Wager of Greenville, has been secured to teach the higher grades in our school.

Miss Minnie Bradshaw left for Pontine the first of the week.

Mr. and Mrs. Horatio Seymour, of Jackson, spent a few days with relatives here the past week.

Born, to Mr. and Mrs. Earl Jennings on Saturday, August 29th, a daughter.

Saturday night the masons finished the tile walls of E. Hill's new garage building. It is now ready for the roof and other carpenter work.

Miss Virena McGee began teaching in the Younglove district Monday.

Mrs. William Cone was on the sick list the past week.

Ralph Chipman got his hand hurt quite badly in his engine while threshing, Thursday.

Mrs. Lillie Burden is visiting relatives and friends in Fowler, Lansing and Perry.

Mrs. R. G. Williams and her daughter, Mrs. Jones, were in Howell, Friday.

Misses Margaret and Morine Kuhn left for Monroe, Tuesday, to attend St. Mary's college.

Mr. and Mrs. George Arnold and daughter, Miss Vancie, were over Sunday visitors in Fowlerville.

Miss Mirnavee Voghts is teaching in the Sharp district.

Miss Glenadine Hall of Stockholm was a week-end visitor at the home of Miss Lois Worden.

Miss Myra Kirkland is spending this week at her home in Fowlerville.

Miss Elizabeth Driver is teaching at the Bullock school.

Mrs. Jane Wright and Mrs. Fred Merrill left the first of the week for Walled Lake for a few days' visit.

Miss Lois Worden is teaching at the Fulmer school.

CARD OF THANKS.

We desire to thank our friends and neighbors for their kindness and sympathy following our recent sad bereavement. Mrs. M. D. Sullivan and family.

NEIGHBORHOOD BREVITIES

Items of Interest From Our Nearby Towns and Localities.

ANN ARBOR—Complaint of the Hoover Steel Ball company that it is 150 men short brought John J. Osborne, representing the federal labor bureau, to this city Monday night, and after a conference with the local community board, he announced that as the Hoover plant is on a 100 per cent war basis, non-essential industries in Ann Arbor will have to supply the men needed.—Times-News.

ADRIAN—Herman Warner, a farmer living northwest of this place, Saturday was fined \$25 to be paid to the Red Cross for the careless waste of fifteen bushels of potatoes which he had dumped in the woods on his farm. He said the potatoes were not worth marketing and not good enough to feed to stock. Test were made by the county agent and they showed that the potatoes were suitable for food, whereupon the food administration imposed the fine of \$25.

WEBBERVILLE—Thorn McCarthy, 23 years of age and son of Mr. and Mrs. Charles McCarthy, was killed in action in France, August 12th.

DEXTER TOWNSHIP.

Silo filling is next on the farmers' menu.

Miss Olive Walsh is teaching in district number eight this year.

Henry Donner, "Garry" Lesser, Emmett Farrell and Gilbert Madden have their silos completed. J. P. Walsh and C. Balfanz are erecting theirs.

Mr. and Mrs. John Harper, Sr., are entertaining the former's sister from Detroit for a few days.

K. H. Wheeler was a delegate to the Republican county convention in Ann Arbor, Tuesday.

Harvey Johnson's machine is filling silos for his neighbors these days.

Many farmers are pulling their beans and report a very small crop.

Mr. and Mrs. K. H. Wheeler attended the Jackson fair Wednesday.

Henry Doady, Michael Walsh and Lyman brothers are putting in about 100 rods of six inch tile. H. C. Ferris has the contract.

UNADILLA.

Forest Aseltine and family have moved to Jackson.

Edna Teachout is in Plainfield helping to care for her little nephew at Clyde Jacobs'.

Rev. G. H. Hudson spoke at the Presbyterian church, Sunday morning on the Temperance question.

Red Cross meeting at Mrs. Pyper's Saturday afternoon.

Mrs. Frank Aseltine has gone to Kansas City to take treatments, her daughter Jessie accompanying her.

WANTED AND FOR SALE.

Five cents per line first insertion, 2½¢ per line each consecutive time. Minimum charge 15¢. Special rate, 3 lines or less, 3 consecutive times, 25 cents.

TO RENT, FOUND, ETC.

STRAYED—From my farm just east of Chelsea, one large black Poland China sow. Reward to finder. Fred Hutzler, phone 158-F13, Chelsea. 10613

FEED GRINDING—Mondays and Saturdays only. Conservation of labor and power makes this change necessary. We hope our patrons will co-operate to our mutual benefit. Wm. Bacon-Holmes Co. 10614

FOR SALE—New milk Jersey cow and calf. H. O. Knickerbocher, telephone 249, Chelsea. 10613

CIDER APPLES—I will pay highest market price for good sound fall cider apples, delivered at the cider mill on Sept. 18 and 19. Conrad Schanz. 10612

SALE OF CHURCH—On Monday, Sept. 23, the Baptist church at the Boyce corners, Lyndon, will be sold at auction; also the fixtures, consisting of piano, 80 yds. carpet, 50 chairs and furnace. The job of filling the cellar and cleaning up the grounds will be let, also. Anyone wishing some good lumber should be present. Committee. 10613

WANTED—Good second-hand bicycle. E. B. Tribune. 10593

CIDER MILL—Beginning September 17, I will make cider every Tuesday and Friday until further notice. C. Schanz. 10514

FOR SALE—Household goods. C. Neuberger, 642 S. Main St. 10413

FOR SALE—Nice Plymouth Rock and R. I. Red pullets. John Reule, Chelsea. 10413

FOR SALE—48 extra fine Black Top lambs. W. H. Laird, phone 254-F21 Chelsea. 10413

DETROIT NEWS—Single copies on sale at Schatz' barber shop, or 12 cents weekly delivered by carrier. Phone orders for weekly service to 230. Rogers & Axtell, agents. 10413

PIANO TUNING—K. O. Steinbach piano tuner, will be in Chelsea the latter part of September. Leave orders at C. Steinbach's or phone 257. 10314

AUTO TRUCKING—For sure, reliable service call Crescent hotel, phone 76, Chelsea. 10816

FOR SALE—Old newspapers for wrapping, shelves, etc. Large bundle only five cents at the Tribune office



Myron T. Herrick

"An American Statesman whose record as Governor and Ambassador is characterized by ability of the highest order."

Myron T. Herrick is one of the financial giants of America, as well as a Diplomat and Statesman of the highest order.

He is a successful banker because he has adopted modern ideas for the institution of which he is the capable head, and these modern ideas have resulted in a modern service.

This bank is likewise modern in every phase of its service. It is modernly equipped and prepared to serve its depositors in a modern manner.

It pursues a policy which provides liberal accommodation and every possible financial assistance that a strong bank can consistently give.

Why not carry your account here?

NOTHING TO SELL BUT SERVICE

KEMPFF COMMERCIAL & SAVINGS BANK

CAPITAL, SURPLUS AND PROFITS \$100,000

OPENING BARGAINS

On Saturday, September 14

You are cordially invited to inspect our new

Fire Proof Service Station and Show Room

We will Sell on This Day Only

Monarch Spark Plugs at	30c
Schrader Tire Guages at	90c
Champion X Plugs (only four to a customer) each	45c

Palmer Motor Sales Co.

Chelsea, Michigan

Young Man, Do You Need a Sweater?

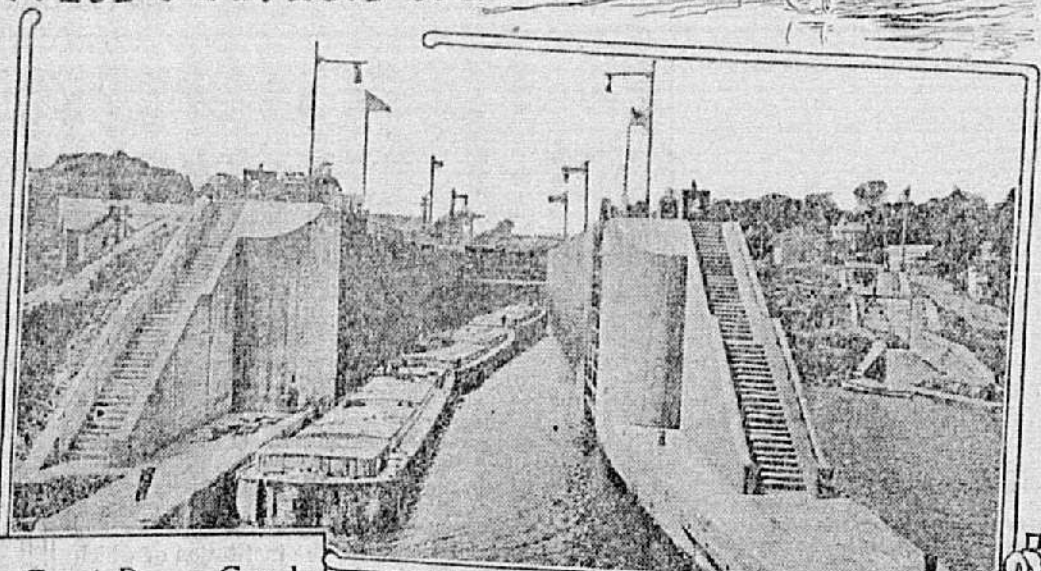


SWEATERS are now all the go with young chaps. Take a tip right here. When you buy a sweater, be sure you buy right. Go to a reliable dealer.

If you feel convinced that we are that kind we will be pleased to show you our big line. Quality plus low price. All sorts of fine specialties in haberdashery.

HERMAN J. DANCER

Great Lakes Linked With Atlantic



Great Barge Canal of New York, Marvel of Engineering, Aids War Transportation

By ROBERT H. MOULTON.

THE opening for through traffic of the Barge canal of New York, remarkable both for its picturesque and for the engineering difficulties overcome in construction, which links the Great Lakes with the Atlantic ocean was formally celebrated recently. The completion of this great inland waterway, which required 13 years to build and involved the expenditure of approximately \$150,000,000, will be a wonderful boon to war-time transportation. It will relieve the railroads of a tremendous quantity of nonperishable freight. Its capacity is estimated at ten million tons annually, which is the equivalent of half a million railroads.

The canal is made up of four different channels, all of which have the same general dimensions, the depth being about 12 feet and width varying from 75 feet in earth sections of "land line" to a minimum of 200 feet in the beds of canalized rivers and lakes. These channels are: The Erie canal, or main line, between Buffalo and Troy; the Oswego, running from Syracuse to Lake Ontario; the Champlain, extending from Troy up the Hudson to Lake Champlain, and the Cayuga-Seneca, connecting the so-called "Finger-Lakes" with the main channel. By means of the Hudson river, New York city and the municipalities and villages south of Albany are brought into touch with the system.

This new channel was constructed in accordance with principles radically different from those which governed old canals. On these old channels the idea was to keep the hillside above the river and streams and to use animal power for towing purposes. In the present work, however, the practice in vogue on the Continent, where the low-water routes available in natural streams are used, has been followed wherever practicable. In fact, the larger part of the new system consists of the canalization of the rivers and lakes.

Locks and Dams Built.

In order to make navigation possible on the rivers and lakes it was necessary to maintain a specified minimum depth and provide what is termed "back-water navigation." This was accomplished by the construction of dams and locks, the dams holding the water at a more or less fixed elevation above the level of the stream and the locks permitting the barges to move from one level to another. Between Little Falls and Troy, on the Erie canal, ten dams have been constructed, which provide for navigation on the canalized Mohawk river. Two of these structures are of the "fixed type" while eight are movable. These actually make the river a series of lakes, the water between the dams being practically level and ordinarily without much current. A lock is constructed at the side of each dam to enable the barges to pass from the different levels.

Many travelers across the state have wondered at the movable dams, which appear to be steel bridges, yet have no approaches. This type of structure was necessary, however, because from the bridge floor of each structure the controlling works, which swing underneath, are operated. These works consist of heavy steel frames and gates which may be lowered or raised at will by operating electric winches running on the bridge floor of the dam. The particular function of the movable dam is that when the gates are raised, during the winter months and spring

TOW OF BARGE CANAL BOATS LEAVING DOCK NO. 2

flood period, it allows the river to flow on uninterrupted, while during the navigation season it serves its full purpose as a dam and may be so operated as to pass a large or small quantity of water, thus keeping each pool at its proper level.

Highest Lift Locks.

There are 36 locks on the Erie canal, all of which are massive concrete structures, having inside rectangular dimensions of 300 by 44.4 feet and a lifting capacity varying from a few feet up to 40½ feet. At Watford the locks are so constructed that a series of five serves to lift the barges from the Hudson river to the canalized Mohawk river, 163 feet above the level of the government lock at the Troy dam. These structures have been called the world's greatest series of high-lift locks and their lift is double that of the locks in the Panama canal from sea level to summit.

One of the highest lift locks in the world is located at Little Falls, where the difference in pool elevation is 40½ feet. This massive structure has concrete walls, which stand 80 feet high and are 30 feet wide at the base. The lower gate is of the lift type and is raised and lowered, instead of being swung open and shut as are the gates on other locks.

In the operation of all locks the water is admitted to and drawn from the chamber by means of culverts running through the side walls, and the openings have been so designed that the filling and emptying of the chamber is only a matter of a few minutes.

The locks are all electrically operated and the chambers are filled or emptied while the gates and valves are opened or closed by simply turning a lever. Safety devices are also arranged so that errors in operation or navigation are practically eliminated.

The Erie canal is spanned by 232 bridges, of which 50 are railroad crossings. The clearance under these structures must be at least 15½ feet.

Guard Against Accident.

In the "land line," guard gates have been provided which are located about ten miles apart. These are steel structures, suspended from towers and may be lowered to hold the water, in case of emergency, such as might exist if an embankment became weakened or any similar accident made it desirable to unwater any section of the canal. Numerous culverts and spillways which keep the water from overflowing the banks have been provided and a hundred million yards of earth and rock have been removed, while three million yards of concrete have been placed.

While the actual construction period has been about 13 years, this, considering the magnitude and ramifications of the work, is a very short time. The many structures and the nature of the territory through which the different channels run has made this one of the really important engineering undertakings of the age, and the construction details have been the most extensive, the plans alone being some of the most elaborate and complete ever drawn up for any large construction work.

The cost of handling freight on the railroads, before recent increases went into effect, varied from two to seven mills per ton per mile, the average being between three and six mills per ton mile. It is now estimated that this figure will be reduced more than one-half on the new canal system, owing to the larger barges and the thoroughly up-to-date facilities. The method of propulsion used is by power boats driven either by steam, electricity or the internal combustion engine, and it has already been determined from trial trips that the speed which may be maintained throughout the system is considerably in excess of that main-

tained by ordinary freight trains, either in normal times or under present conditions.

Transportation Problem Acute. It is admitted that the transportation facilities of our country, as well as our transoceanic shipping, underlie our ability to carry the present war to a successful conclusion. The war has, indeed, brought us face to face with a problem in transportation that is vital and critical. There is not a business community from one end of the country to the other that is not dealing with the question. A congestion has arisen that has affected almost every factory in the United States and even extended to our homes.

The New York Barge canal offers a solution to many of our transportation problems. This waterway—and it may be called the most important canal in the United States—has been thrown open at a time when its usefulness can be fully appreciated, and when it can fulfill a mission not dreamed of by its original projectors. It can easily carry a total of ten million tons of freight and this is as much as can be carried on one-fifth of all the freight cars on all the rail lines in the United States. It is equivalent to what could be carried on a string of freight cars which, if placed end to end, would extend from Denver to New York city.

Color and Horse Character. An old cavalry officer says that one may judge the constitution and character of a horse from its color. Bright chestnuts and light bays are high spirited, but nervous and delicate. Dark chestnuts and glossy blacks are hardy and good tempered. Rich bays have great spirit, but are teachable. Dark and iron grays are hardy and sound, while light grays are the opposite.

Roans, either strawberry or blue, are the hardiest and best working of all, even tempered, easiest to train, taking kindly to everything. Rusty blacks are distinguished for their pigheadedness. A horse's "white stockings" give another clue to character. A horse with one white leg is a bad one, with two its temper is uncertain, with three it is absolutely safe, with four may be trusted for a while only.

Why Indeed? If we may judge by the recent and determined intrusion of spirits into authorship, heaven bids fair to be stacked with printing presses. One of their number, indeed, the "Living Dead Man," whose publishers have unhesitatingly revealed (or, I might say, announced) his identity, gives high praise to a ghostly library, well catalogued, and containing millions of books and records. With such resources at their command, with the universe for inspiration, and the uncounted dead for readers, why should disembodied spirits force an entrance into our congested literary world and compete with the living scribblers who ask their little day?—Agnes Repplier, in the Atlantic.

Selling Money a Business in China. In China dealing in money is a business, one of the flourishing industries of the country, says World Outlook.

There are shops that deal in nothing else—money exchange shops. You will find one in nearly every twisted little street in every city, often merely little holes in the wall, where a skull-capped proprietor sits behind a brass railing with little piles of money on each side of him and swiftly fingers his counting board. Here you go shopping for money, just as you go for white flannel, suits, eggs, green-tinted Canton silk—and you bargain just as long and just as hard in the oblique and devious ways of the Orient. A national currency system there is not. The coins, like the dialects, change as you go from city to city.

Coal tar with mineral petroleum oils suitable for admiralty use as fuel oil. This will be awarded to the first competitor submitting a successful process which must be capable of ready and economical application without undue absorption of material and labor.

Good Money for Day's Work. It is said that a boat with five fishermen went out sailing from Orr's Island, Me., for herring recently and received \$500 for their day's work, sharing \$100 each.

HOW TO HARVEST NEW BROOM CORN

Of Importance to Cut Brush at Proper Stage of Maturity to Get Full Value.

STAGE OF MATURITY COUNTS

If Seed Crop Is Desired Much Depends on Climatic Conditions and Care Given—Standard Varieties Are Very Tall.

(Prepared by the United States Department of Agriculture.)

The value of the brush of broom corn depends largely upon the stage of maturity when harvested. If the brush is harvested when too young the fiber is weak at the base of the head, and when harvesting is delayed until the brush is overripe the fiber becomes hard and brittle. Good service cannot be expected from brooms made of such brush.

The brush should be harvested when it has reached the stage where the natural green color extends from the tip of the fiber to the base and center of the head. This usually occurs from the time when the flowers are falling to the time the seed is in the milk or thin-dough stage. Brush harvested in this stage and properly cured, without being damaged by the sun or wet weather, is tough and flexible and of the best quality.

If Seed Crop Is Desired.

If a seed crop is desired the brush is not harvested until the seed is fully mature. The value of ripe brush depends largely upon the climatic conditions previous to harvest and the care given the brush after the seed is removed. If seed brush is not discolored by wet weather, but has the natural yellow color of mature brush, it commands about half the price of good brush if cared for in the same way.

Standard broom corn and dwarf broom corn are harvested in different ways. The standard is bent over or tumbled and the brush cut off; the dwarf is jerked or pulled from the up-right stalk.

The standard varieties are so tall that the stalks have to be bent over to bring the brush within reach. This process is called tabling. The tabler walks between two rows, bending or breaking the stalks over, three or four feet from the ground. The stalks of the left-hand row are bent to the right and those of the right-hand row to the left. This crosses the stalks of these rows, so that a sort of table is formed behind the tabler, the brush projecting across the table into the spaces between this pair of rows and the next row on either side.

Harvesting Brush.

The brush is harvested by walking in the space between the tables and cutting the heads from the stalks with a jackknife or a knife with a short, wide blade made especially for that purpose. The stalk should be cut so as to leave about six inches of stem



Standard Broom Corn.

with the brush. All leaf sheaths, or boots, should be removed as the heads are cut. The knife should be held firmly with the cutting edge pointing at an angle from the body. If the head is then grasped with the other hand and the stalk pulled against the knife, instead of forcing the knife against the stalk, the stem of the brush will usually slip out of the boot as it is being cut from the stalk. As the heads are cut they are laid in handfuls on the table. The brush should be hauled to the curing shed and threshed the same day it is harvested, or at any rate not later than the following day.

KEEP BACTERIA FROM MILK

Carefully Cleaned Utensils, Protection From Flies and Dirt Will Aid Materially.

Cows free from manure and dirt, especially in the region of the udder and flanks, utensils that are carefully cleaned, scalded and dried, and careful protection of the milk from flies and dirt after production, will prevent the entrance of bacteria into milk.

USE DESERT PLANTS FOR FEEDING STOCK

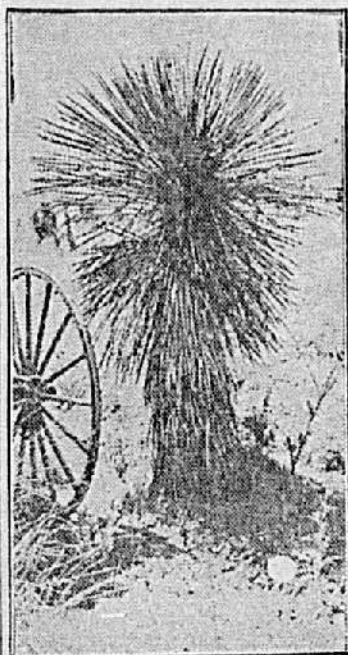
Native Shrubs Will Bring Cattle Through Drought Season.

Scapweed, While Low in Nutritive Value, Can Be Used in Cases of Emergency—Score or More Species of Yucca.

(Prepared by the United States Department of Agriculture.)

The desert plant locally known as scapweed, the feeding value of which has previously been overlooked, can be utilized as an emergency drought-time feed for southwestern stockmen.

Its scientific name is yucca. While this plant is not high in nutritive value nor suitable for feed until it has been properly ground, the specialists of the United States department of agriculture have found that in seasons of drought, when range grasses and other sources of feed fail, it can be used to save cattle and sheep from starving.



Medium-Sized Plant of Yucca, Locally Known as Scapweed.

By the addition of a little cottonseed meal with ground yucca a fairly well balanced ration is made. By using this feed without waste in dry seasons only a fair crop will always be available. If it is used properly and due regard given to conserving the present supply, thousands of cattle may be saved during the drought season to add to the nation's meat supply.

There are a score or more species of yucca. Scot has been utilized as stock feed for some years, but only recently have scapweed and bear grass, two other forms which grow abundantly, been utilized in this way. Both of the latter are well adapted for feed, but because the food material is found mainly in the tree-like trunk it is necessary that they be ground or chopped finely before stock can eat them.

The machines used for cutting yucca have heavy cylinders carrying teeth or knives that rotate before a chopping block to which the plants are fed. One of the larger machines run by a 12 or 14-horse power engine with a crew of 13 men will chop or shred about two tons of scapweed an hour.

If fed alone this feed may be expected to keep stock from starving; if fed with concentrates a properly balanced ration may be worked out. The customary practice among users of this feed is to give young stock six to twelve pounds per day with one-half to three-fourths of a pound of cottonseed cake or meal. Mature stock are given 20 to 40 pounds and one to two pounds of the cottonseed concentrate daily. Fifteen to twenty-five pounds per day fed alone will save stock from dying. Practically the only cost in using this feed is in its preparation, and it is estimated that when 20 pounds is fed per day this cost amounts to only 50 cents per month.

Yucca should be regarded as an emergency feed only, the specialists say. It makes a very slow growth and only two species—scapweed and bear grass—may be expected to renew themselves if cut off. The bear grass of the New Mexico-Texas plains region will produce a new crop in three or four years, while scapweed requires from ten to fifteen years.

SELECT GOOD SEED CORN

(Prepared by the United States Department of Agriculture.)

Good seed corn must be:

Well adapted to the seasonal and soil conditions where it is to be planted.

Grown on productive plants of a productive variety.

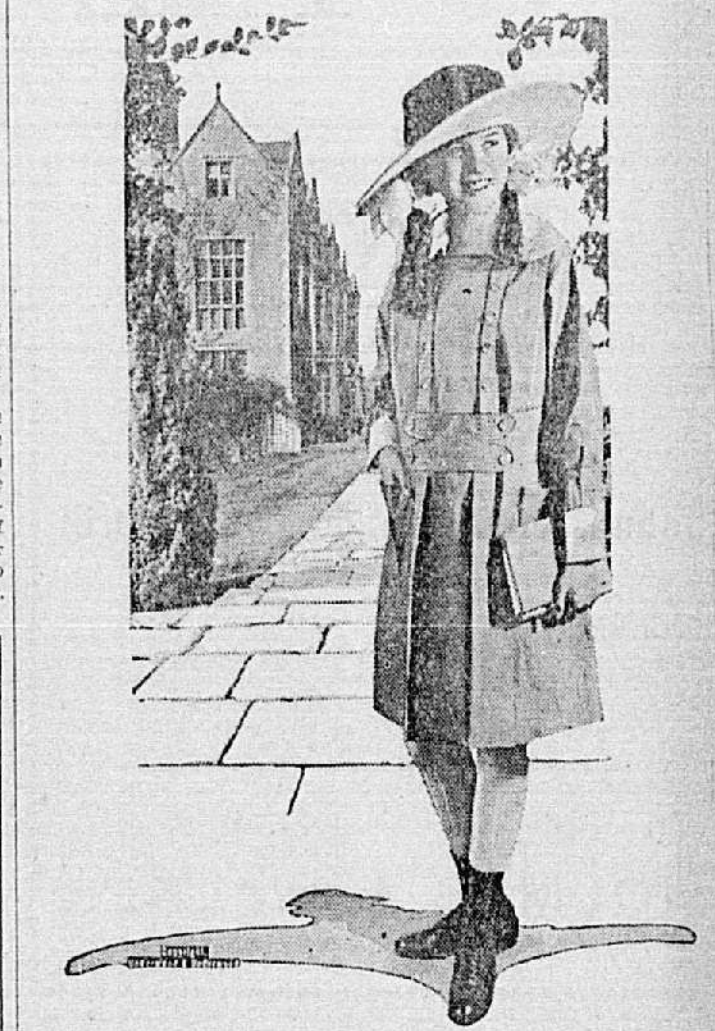
Well matured and preserved from ripening time to planting time in a manner that will retain its full productivity.

This sort of seed corn can best be secured by gathering the ears from the stalks as early as they mature in the fall, by promptly drying the seed immediately after it has been gathered, and by keeping it constantly dry and safe from rats, mice and insects.

Increase of Milk.

Thorough milking tends to develop a cow's udder and increase her milk capacity.

NOW THAT SEPTEMBER IS HERE



It is a mystery to the younger generation—they cannot understand why the weeks that make up July and August pass so much more quickly than any other weeks in the year. Only a few days ago they turned their faces blissfully to the "long vacation" and now September is here in the briefest time imaginable and with it comes the beginning of the school year again.

But the wholesome looking flapper whose camera image appears in the picture above, seems to be facing her school days with great cheerfulness. She is probably fortified and heartened by the consciousness that she is wearing a spick and span new school frock that is above reproach. Or she may have been cheered by looking over her entire outfit of clothes for school wear.

The frock pictured is made of heavy cotton rep in beautiful flag blue. It is made with a panel and inverted plaits at the front, with the plaits repeated at the back, and fastens along one side of the front panels with buttons and buttonholes. White, adjustable collar and cuffs for it are in a lightweight pique or any other suitable white cotton or linen fabric. It is much like summer frocks except that the rep is a heavy fabric and the sleeves are long instead of elbow or three-quarter length. The pointed pockets and the wide belt with scalloped band across the front make the necessities a part of the neat effect of the design. Other materials—all those that have sufficient "body" as heavy linen, wool material, or cotton crepe—might be used for a dress of this kind.

It is the part of patriotism to use cotton or linen for school dresses or to remodel the discarded wool dresses of grownups into school frocks for children. Plenty of washable collars and cuffs in cotton or linen stuff teach the little maid to be neat and to give attention to the details of her dress.

Besides her practical and pretty dress the little maid pictured above is fortunate in her smoothly braided hair tied with crisp ribbon bows.

ENTER THE AIRPLANE COAT



Here is the new airplane coat. It made its bow and was introduced to an admiring and expectant world at the style show held recently at the Morrison hotel in Chicago. Here those who think up and work out the apparel wherewithal we shall be clothed, come together and present the results of their efforts to the merchants who are to pass judgment upon them.

There was a great gathering of handsome new coats at the style show, but this airplane coat was the most interesting of them all. Are we really about to fly and to need a special kind of coat for doing it? Or, firmly convinced that we will never get our courage up to the flying point, are we going to have to forego this wonderful new achievement in coats? We are not. It may be a long time before we soar in an airship, but an airplane coat will shortly be among those present in many a smart wardrobe.

This airplane coat was in taupe color and made of one of those soft, cozy-looking cloths, something like a thick velours, that have been christened with any number of fascinating but forgettable names. It is a straight-

line, ample, gracious garment; everything about it in generous proportions—the sleeves, pockets, girdle and buckle—even the buttons bespeaking the genius that designed it.

Its most distinguishing feature is the square cape, lined with a silk brocade, that falls to the waistline at the back. This cape at the bottom is gathered into a band of fur and you would not suspect that by simply turning it up and fastening the band of fur about the head, by the very simple means of snap fasteners, the cape becomes a lovely turban with drapery falling about the head at each side.

The sleeves are very long and finished with bands of fur like that on the cape. The fur may have been minkskin or some other short-haired pett—flying squirrel ought to feel much at home on an airplane coat. The chances are that this coat will find itself protecting many a fair wearer who does her flying in a motorcar or on a pair of skates, but it is prophetic of a day that is surely coming when she will take to wings.

Julia B. B. B.

Gunner Depew

By **Albert N. Depew**
 Ex-Gunner and Chief Petty Officer, U.S. Navy
 Member of the Foreign Legion of France
 Captain Gun Turret, French Battleship Cassard
 Winner of the Croix de Guerre

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GUNNER DEPEW, IN HOSPITAL, SEES UNUSUAL INSTANCE OF HUN FRIGHTFULNESS.

Synopsis.—Albert N. Depew, author of the story, tells of his service in the United States navy, during which he attained the rank of chief petty officer, first-class gunner. The world war starts soon after he receives his honorable discharge from the navy, and he leaves for France with a determination to enlist. He joins the Foreign Legion and is assigned to the dreadnaught Cassard, where his marksmanship wins him high honors. Later he is transferred to the land forces and sent to the Flanders front. He gets his first experience in a front line trench at Dixmude. He goes "over the top" and gets his first German in a bayonet fight. While on runner service, Depew is caught in a Zeppelin raid and has an exciting experience. In a fierce fight with the Germans, he is wounded and is sent to a hospital.

CHAPTER IX—Continued.

But there was a nurse there, who took special interest in his case, and she stayed up day and night for some time and finally brought him through. The case was very well known, and everybody said she had performed a miracle. He got better slowly.

Then a few weeks later, when he was out of danger and was able to walk, and it was only a question of time before he would be released from the hospital, this nurse was transferred to another hospital. Everybody knew her and liked her, and when she went around to say good-by, all the men were sorry and gave her little presents, and wanted her to write to them. She was going to get a nurse she knew in the other hospital to turn her letters into English, so that she could write to me. I gave her a ring I had made from a piece of shell case, but I guess she had hundreds of them at that.

But this German doctor would not say good-by to her. That would not have made me sore, but it made this French girl feel very bad, and she began to cry. One of the French officers saw her and found out about the doctor, and the officer went up and spoke to the German. Then the French officer left, and the German called to the nurse and she went over to him and stopped crying.

They talked for a little while, and then she put out her hands as if she was going to leave. He put out his hands, too, and took hold of hers. And then he twisted her wrists and broke them. We heard the snap.

There were men in that ward who had not been on foot since the day they came to the hospital, and one of them was supposed to be dying, but it is an absolute fact that when we heard her scream, there was not a man left in bed.

I need not tell you what we did to the German. They did not need to shoot him, after we got through with him. They did shoot what was left of him, to make sure, though.

Now, I have heard people say that it is not the Germans we are fighting, but the Kaiser and his system. Well, it may be true that some of the Boche soldiers would not do these things if they did not have to; myself, I am not so sure.

But you take this doctor. Here he was, an educated man, who had been trained all his life to help people who



And Then He Twisted Her Wrists and Broke Them.

were in pain, and not to cause it. And he was not where he would have to obey the Kaiser or any other German. And this nurse had saved his life.

So I do not see that there is any argument about it. He broke that girl's wrists because he wanted to; that is all there is to it. Now, I say this German doctor was a dirty cur and a scoundrel. But I say that he is a fair sample of most of the Germans I have met. And it is Germans of this kind that we are fighting—not merely the Kaiser.

It is like going to college. I have never been there, but I have heard some people say it did not do a man any good to go. But I have never heard a man who went there say that.

Probably you have not been over there, and maybe you think we are not fighting the German people, but only the Kaiser and his funkies.

Well, nobody had better tell me that. Because I have been there, and I have seen this. And I know.

CHAPTER X.

Hell at Gallipoli.

After I was discharged from the hospital, I was ordered to report to my ship at Brest for sea duty.

The boys aboard the Cassard gave me a hearty welcome, especially Murray, who had come back after two weeks in the trenches at Dixmude. I was glad to see them, too, for after all, they were garbics, and I always feel more at home with them than with soldiers. Then, it was pretty rough stuff at Dixmude, and after resting up at the hospital, I was keen on going to sea again.

The Cassard was in dry dock for repairs after her last voyage to the Dardanelles as convoy to the troopship Duplex. Everything was being rushed to get her out as soon as possible, and crews were working day and night. There were other ships there too—superdreadnaughts, and dreadnaughts, and battleships, and armored cruisers, all being overhauled.

We received and placed guns of newer design, filled the magazines with the highest explosives known to naval use, and generally made ready for a hard job. Our magazines were filled with shells for our big 12 and 14-inch guns. A 14-inch shell can tear a hole through the heaviest armor plate at 12,000 yards, and will do more damage than you would think.

When we had loaded and had got our stores aboard, we dressed for action—or rather, undressed. The decks were clear; hatch covers bolted and davits folded down; furniture, chests, tables, chairs were sent ashore, and inflammable gear, like our rope hammocks, went overboard. You could not find a single wooden chair or table in the ward room.

When the ship is cleared for action, a shell bursting inside cannot find much to set afire, and if one bursts on deck, there is nothing to burn but the wooden deck, and that is covered with steel plates.

Finally, we had roll call—all men present. Then we set sail for the Dardanelles as escort to the Duplex, which had on board territorial and provincial French troops—Gascons, Parisians, Normans, Indo-Chinese, Spaniards, Turcos—all kinds. When we messed, we had to squat down on the steel mess deck and eat from metal plates.

There had been a notice posted before we left that the Zeppelins had begun sea raids, and we kept a live eye out for them. The news proved to be a fake, though, and we did not see a single cigar while we were out.

We made the trip to the Dardanelles without sighting an enemy craft, keeping in close touch with the Duplex and busy every minute preparing for action.

I was made gun captain and given charge of the starboard bow turret, mounting two 14-inch guns. I had my men at gun practice daily, and by the time we neared the Dardanelles, after five days, they were in pretty fair shape.

It was about 5 a. m. when we drew near Cape Helles and took stations for action. The Duplex was in front of us. The batteries on the cape opened up on us, and in a few minutes later those at Kum Kaleh joined in.

As the Duplex made for "V" beach and prepared to land her troops, we swung broadside on, raking their batteries as we did so, and received a shell, which entered through a gun port in the after turret and exploded. Some bags of powder stored there (where they should never have been) were fired and the roof of the turret was just lifted off. It landed on deck, tilted up against the side of the turret.

On deck the rain of fire was simply terrific. Steel flew in all directions. It was smash, crash, slam-bang all the time, and I do not mind saying I never thought we would come out of it.

Some of the heavy armor plate up forward was shot away and after that the old Cassard looked more like a monitor than anything else to me. As

we drew nearer the shore they began using shrapnel on us and in no time at all our funnels were shot full of holes and a sieve was watertight compared to them.

Naturally we were not just taking all this punishment without any comeback. Our guns were at it fast and from the way the fire slackened in certain places we knew we were making it effective. My guns did for two enemy pieces that I know of, and perhaps several others.

The French garbics were a good deal more excited in action than I thought they would be. They were dodging around below decks, trying to miss the shrapnel that came aboard, shouting, swearing, singing—but fighting hard, at that. They stood the gaff just as well as any other garbics would, only in their own sweet way—which is noisy enough, believe me.

One of our seamen was hit 130 times by fragments of shrapnel, so you can see what they were up against in the dodging line. A gun turret in action is not exactly the best place on earth for a nervous man nor one who likes his comfort. There is an awful lot of heat and noise and smell and work, all the time in a fighting gun turret. But during an engagement I would rather be in a gun turret every time than between decks. At that, if anything does happen in a turret—it is good night sleep for all, and no rain checks needed.

One of our junior lieutenants was struck by a fragment of shell as he was at his station behind the wheelhouse and a piece of his skull was driven into his brain. He was carried into my gun turret, but he would not let them take him to sick bay to have his wound dressed. There he sat, asking every now and then how the fight was going and then sort of dozing off for a while.

After half an hour of action we put about and started away, still firing. As a parting shot on the back the Turks tore off one of our big-gun turrets, and then away we went, back to Brest with a casualty list of only 15. We did not have much trouble guessing that it was dry dock for us again.

We got back to Brest after a quiet voyage, patching ourselves up where we could on the way, and again there was the rush work, day and night, to get into shape and do it over again. They turned us out in 12 days and back we went to the Turks and their Hun assistants.

We were lucky getting inshore, only receiving a nasty smash astern, when the Turks got our range and landed two punches before we got out. We nearly tore our rudder off getting away. But we had to come back right away, because we had carried quite a number of heavy guns from Brest and were given the job of running them ashore. It was day and night work and a great job for fun, because, while you never knew when you would get it, you had good reason to feel you would get lammed by a cute little shell or a dainty bit of shrapnel before the job was over.

Aboard ship it was deck work, of course, and it was not much better there than ashore with the guns, because the enemy trenches were near the shore and they amused themselves trying to pick us off whenever we showed on deck. I guess we were a regular shooting gallery for them, and some of our men thought they did not need all the practice they were getting, for quite a few of us acted as bull's eyes.

But we did not mind the bullets so much. They make a clean wound or put you away entirely; shrapnel tears you up and can play all kinds of tricks with various parts of your body without killing you. As for shells—well, mince meat is the word.

The Narrows were thick with mines and there had been a great deal of damage done there, so after a while the British detailed their Yarmouth trawlers to go in and sweep up. They had to go up unprotected, of course, and they started off one night all serene.

Everything went well until they turned at the Narrows and started back. Then, before you could tell it, five or six searchlights were playing on one of the trawlers and shells were splashing the water all over her. Both banks were simply banging away point blank at them and I never thought they would get back.

They did get back, though, but some of them had hardly enough men left to work ship. But that is like the Limeys. They will get back from anywhere while there is one man alive.

A chap aboard one of the trawlers said a shell went through the wheelhouse between the quartermaster and himself and all the Q. M. said was "Gaw blimey, that tickled."

"But I know their shooting was very bad," said the other chap to me. "These Turks must have thought the due was behind them."

Coming back from the Dardanelles a gold stripe sent for me and asked me whether I thought there were

other ex-navy gunners in the States that would serve with the French. I told them the country was full of good gunners and he wanted me to write to all I knew and get them to come over. He did not mean by this, and neither do I, that there were not good gunners in the French navy, because there were—lots of them. But you can never have too many handy boys with the guns and he was very anxious for me to get all I could. I had no way of reaching the ex-garbics I did know, so I had to pass up this opportunity to recruit by mail.

While we were in Brest I got permission to go aboard a submarine and a petty officer showed me around. This was the first time I was in the interior of a sub and I told the officer that I would like to take a spin in the tub myself. He introduced me to the commander, but the petty officer said he did not think they would let me stay aboard. I showed the commander my passport and talked to him for a while, and he said he would take me on their practice cruise two days later if the Old Man gave me written permission.

So I hot-footed it back to the Cassard and while I did not promise that I would get any American gunners for him in exchange for the written permission, he was free to think that if he wanted to. It seems as though he did take it that way, for he gave me a note to the sub commander and sent him another note by messenger. I wanted Murray to go too, but the Old Man said one was enough.

So, two days later, I went aboard in the morning and had breakfast with the sub crew and a good breakfast it was, too. After breakfast they



Gunner Depew in French Sailor Uniform.

took stations and the commander went up on the structure amidships, which was just under the conning tower, and I squatted down on the deck beneath the structure.

Then the gas engines started up and made an awful racket and shook the old tub from stem to stern. I could tell that we had cut loose from the dock and were moving. After a while they shut off the gas engines and started the motors and we began to submerge. When we were all the way under I looked through the periscope and saw a Dutch merchantman. We stayed under about half an hour and then came back to the surface. One of the garbics was telling me later on that this same sub had gone out of control a few weeks before and kept diving and diving until she struck bottom. I do not know how many fathoms down it was, but it was farther than any commander would take a sub if he could help it. This garby said they could hear the plates cracking and it was a wonder that they did not crumple up from the pressure, but she weathered it, pressure button and all, and in a quarter of an hour was on the surface. While on the surface they sighted smoke, submerged again, and soon, over the horizon came eight battleships, escorted by Zepps and destroyers.

They tested their tubes before they got in range. Finally they let go. The first shot missed, but after that they got into it good and the garby said all you could hear was the knocking of the detonated gun cotton.

About five minutes later they sighted five destroyers, two on each bow, and one dead ahead. The sub steered in at right angle zigzags and the destroyers stayed with their convoy. The sub launched two torpedoes at less than a mile before diving, to get away from the destroyers and the garby said at least one of them was hit. These ships must have been some of the lucky ones that came down from the North sea. The garby said he thought they were off the Dutch coast at the time, but he was not sure.

But this cruise that I was on was only a practice cruise and we did not meet with any excitement in the short time that we were out.

In the next installment Gunner Depew tells of the wonderful work of the British and French navies in the Gallipoli campaign. Don't miss it.

(TO BE CONTINUED.)

Must Remain Awake. "Opportunity knocks at every man's door," said Uncle Eben; "but if you jess' sit down an' listens, you's liable to drap off to sleep an' not notice it."

MOTORHORN IS QUITE LAWLESS

Some Day the Raucous Tyrants of the Streets Will Be Suppressed.

MEANING IS UNMISTAKABLE

"Klaxon," "Screech," "Rattlesnake," "Birds," "Roaring Bull" and "Barker" Sprung Into Existence Over Night.

There is no mistake about it, the motorhorn is busy endeavoring to make us its slaves. It may be, of course, that in these days, when to petty tyrannies are added supertyrannies and world tyrannies, and our lives are bound up with fighting the archest of them all, we are liable to scent a tyrant at every turn of the daily routine. But the motorhorn is a particularly flagrant type. Do what we will to dodge it, we are rarely, if ever, free from it, observes a writer in Christian Science Monitor. It reaches us as we wake, it startles us as we walk. All day long and well into the night it keeps up its hideous cacophony, its raucous demand, its threat and counter-threat, its expostulation and blame, its roar and blarney, its blast or howl, its bark or whistle, bidding us to get out of that despot's way. No matter the note, whether it issue from screech horn or rattlesnake horn, bulb or "bird," its meaning is unmistakable; we must stand not upon the order of our going, but go.

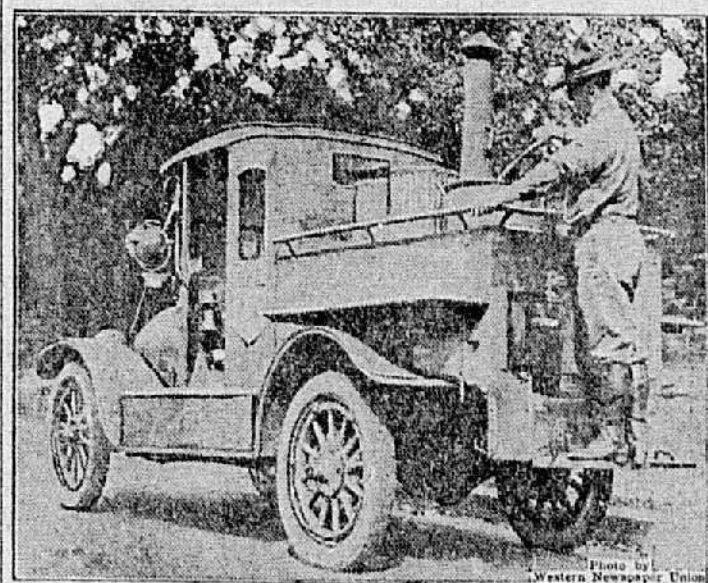
Is a Lawless Fellow.

The motorhorn is, at heart, a lawless fellow, though there were days, halcyon days, when he was amenable, or at least law abiding. It is rather exasperating now to recall that comparative age of innocence when the motorhorn was emerging and the horse driver predominated, when nothing worse than the comparatively innocuous irritations of whip cracking used to sound in one's ears, while bicycle bells rang musically along the high-ways.

One took comfortably to the mellow brazen trumpeting of the "bulb." It was friendly, certainly kindly intentioned. It never startled, and a puncture in its bloated sides, which gave it a wizened, expiring note, suggestive of deflating balloons, always raised a sympathetic laugh. It seemed to say "Would you mind?" or "By your leave!" or "Will you oblige?" or "Mind your toes, please!" or anything pleasant and courteous of that kind. It was never brutal and tyrannical, it never presumed to order us about, much less to make us jump, or suddenly change our legs into agitated springs. One simply obliged it; one liked to oblige; it was rather delightful to obey such a kindly disposed fellow.

But a day came, a dies irae, when everything changed. The "klaxon," the "screech" and the "rattlesnake," the "bird" and the "roaring bull," the "barker" and the whatnot seemed to have sprung into existence overnight and to have combined in one fiendish contest of autocratic malice toward the avowed object of chasing every predecessor off the motor earth. Before their onslaught, bell, bulb and the musical "Gabriel" went their way, and, alas! with them went our peace and security. Before we knew it, we had, instead of motor signals, a roaring fauna of the streets. Their names were pure camouflage. We had revived the prehistoric tribe of the bellowing and howling dinosaur, the mastodon, the

UNCLE SAM HAS VERY LATEST MODELS IN "CHOW WAGONS" ON WESTERN WAR FRONT



One more proof that the United States is destined to have the best motorized army in the great European war is seen in the fact that Uncle Sam has the very latest models in "chow wagons."

The body proper of the newest motor kitchen is mounted on a powerful motor truck and contains three main compartments: first, a refrigerator, nearest the front end; second, a storage space for flour, coffee, tea and other nonperishable foodstuffs; and, third, a small oven, which is placed next to the range. The last-mentioned member is at the rear and protrudes beyond the motor truck proper.

Handling four big kettles or pots at

didolodocus, the triceratops and the pterodactyl and let them loose upon the world, to take the beauty out of our days, to disturb our rest and to make us obey. They are still ordering us about, treating us as ciphers. They own the streets, the man who blows them, and the people who inhabit the globe. They rule and dictate, and we disobey at our peril.

Some day we shall pluck up courage to take the unruly fellow in hand. He will not always be allowed to screech to bellow or shriek and generally to indulge his proclivities for making a cock that crows, the dog that barks, the hawk who shouts and the bell that clangs, from certain peaceful human retreats.

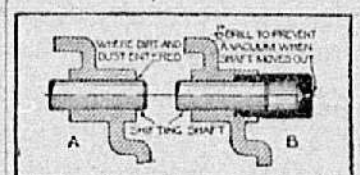
EXCLUDING GRIT AND DUST

Constant Movement of Foreign Matter Prevents Smooth Action of Steel Shaft.

Trouble often occurs when shifting the gears of an automobile. In many cases the difficulty can be traced to such cause as shown in the accompanying illustration.

The part at A illustrates the manner in which grit and dust may readily work their way inside the gear case. The constant movement of this foreign matter rubbing against the aluminum case and the steel shaft in time prevents smooth action of the latter when the gears are being shifted.

The repair may be made by providing a piece of steel rod, bored out to a



A Supplemental Piece of Steel Used as a Cap to Prevent Dust Entering the Bearing.

diameter a trifle larger than that of the shifting shaft, and to such depth as to enable the shaft to move the proper distance. The added piece, as shown at B in the foregoing diagram, is fastened through the medium of a thread.—Adolph Klein, in Popular Science Monthly.

FULL COMPLEMENT OF TOOLS

Make List of Those Usually Carried on Car and Check It Up at Frequent Intervals.

Every car should carry a full complement of tools, although the manufacturer has one idea on the subject and the experienced buyer has another one. Make a list of the tools, etc., that you usually carry on the car and check it up occasionally. Tools are borrowed or mislaid and so are not at hand when wanted. By checking up from time to time such trouble is avoided.

How to Stall Motor.

If at any time you open the switch and the engine continues to run it is due to glowing carbon or overheated engine. Close throttle, put gears in low speed, apply foot brake gently and let in clutch suddenly. This will stall motor.

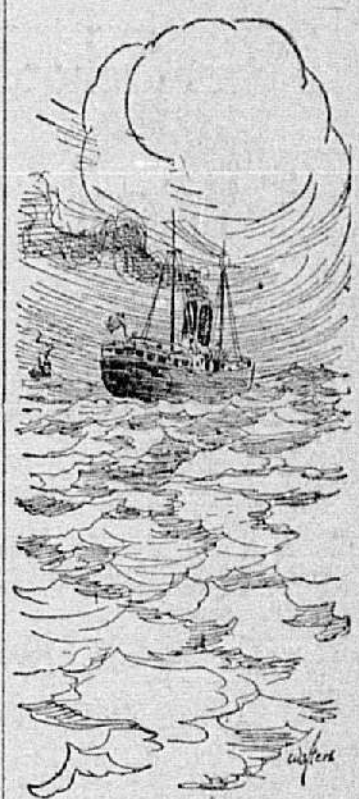
Tests for Cylinders.

Opening the relief valves to see if a cylinder is missing is not always a reliable guide unless you speed up the engine. Feed plenty of gas and you will frequently get a burst of flame through the valve from what you thought was a dead cylinder.

MANY MILES IN CHASE OF LOVER

Girl Crosses Ocean Four Times and at Last Is Close on Trail.

New York.—Miss Margaret Bale, a pretty American girl of twenty-two years, arrived at an Atlantic port a few days ago on what she hopes will be the last lap of a journey which has extended over a period of four years and has entailed four crossings of the ocean and four trips across the English channel. Miss Bale, early in 1914, became engaged to an American boy in Minnesota. The date for the wedding had been set when the war broke out and the young man hurried



Passed Her Lover in Mid-ocean.

to Canada where he enlisted in the Maple Leaf army and went to France with the first Canadian contingent.

The young woman and her mother crossed to England some weeks later and for two years Miss Bale tried unsuccessfully to obtain permission to visit France. Finally she succeeded, but found upon her arrival in France that her lover had been ordered back to Canada on a recruiting mission and she followed him there, only to learn on reaching a Canadian port that he had rejoined his company for active service somewhere in Flanders.

Nothing daunted, the young woman recrossed the ocean alone and again obtained permission to visit France. When she had crossed the English channel she learned that her fiancé had been wounded and had been ordered back to Canada to recuperate. A comparison of the sailing dates indicated that she had passed her lover somewhere in mid-ocean.

The young woman hurried back to England and caught a boat that landed her in an American port not far from the Canadian border. As she jumped into a taxicab at the steamship pier to be rushed to a railroad station that would permit an immediate departure for the town in which her lover was located she said to the railroad officials:

"Gentlemen, if I ever catch up with that man he's going to be married very suddenly."

KNOCKED FROM BIKE, ALIGHTS ON TRUCK

Evansville, Ind.—When Miss Cecilia Heeger, sixteen, was knocked from her bicycle by a large laundry truck she bounded through the air and alighted on the hood of the truck. Although somewhat dazed she clung until it stopped, and she was lifted down by passersby. Her injuries were slight.

SIGN IS SURE EFFECTIVE

Landlord Takes Drastic Means to Get Gamblers Out of His Building.

Steuersville, O.—"This is a public gambling house. I want them to move out. Signed, Harry M. Low."

This sign affixed to the top of a building on a downtown corner here attracted considerable attention, but it got the result desired.

Low, a business man, wanted gamblers to move out of his building but could not secure enough affidavits to bring ejectment proceedings. He hung up the sign. The gamblers who were not wanted moved. Legal proceedings were unnecessary to vacate the building.

Sugar Repeaters Busy. Oklahoma City, Okla.—Sugar repeaters are the latest pests with which the state food administration has to deal, and steps have been taken to stop the practice. In a letter sent to all sugar dealers the state food administration asks that a record of all sales be sent to the county administrator. He will check up the sales, and where persons have "repeated" they will be unable to buy more sugar.

Fall and Winter Millinery

Opening display Saturday,
September 14, 1918

You are cordially invited

MILLER SISTERS

After School



When the little lads come home tired and hungry what is better and more wholesome than a slice or two of our bread with butter or jam and perhaps a glass of milk? Good wholesome cookies, too, are good for lunches. We have them.

Also a nice line of candies and chewing gum.

H. J. SMITH

The Baker West Middle St.

MILLINERY--

FALL AND WINTER

SEPT. 14, 1918

2d Floor Staffan Block--

KATHRYN HOOKER



THIS MAP WON'T CHANGE

no matter how many advances the Allies may make, and Ribs of Beef will always be Ribs of Beef. The quality may vary considerably, however, but we assure you that only the best is stocked at this market. Come in and let us show you our quality cuts of beef.

WE WANT TO SERVE YOU
ADAM EPLER
Phone 41 South Main Street

THE CHELSEA TRIBUNE

Ford Axtell, Editor and Prop.
Entered at the Postoffice at Chelsea, Michigan, as second-class matter.

Published Every
TUESDAY AND FRIDAY
Office, 102 Jackson street

The Chelsea Tribune is mailed to any address in the United States at \$1 the year, 50 cents for six months and 25 cents for three months.

Chancery Notice.
State of Michigan, The Circuit Court for the County of Washtenaw, in Chancery.

Robert Hagerty, plaintiff,
vs.
Lucille Hagerty, defendant.

At a session of said court, held at the court house in the city of Ann Arbor, in said county, on the 10th day of September, A. D. 1918.

Present, Hon. George W. Sample, Circuit Judge.

In this case it appearing by affidavit on file that the defendant, Lucille Hagerty, is not a resident of this state and that it cannot be ascertained in what state or country she, the said Lucille Hagerty, now resides.

On motion of Jacob F. Fahrner, attorney for plaintiff, it is ordered that the appearance of said defendant, Lucille Hagerty, be entered in this cause within three months from the date of this order; and that in case of her appearance that she cause her answer to the bill of complaint to be filed and a copy thereof served upon the attorney for the plaintiff within fifteen days after service on her or her attorney of a copy of the said bill, and in default thereof that the said bill be taken as confessed by the said defendant, Lucille Hagerty.

And it is further ordered that the said plaintiff cause this order to be published in the Chelsea Tribune, a newspaper printed, published and circulating in said county, and that such publication be commenced within twenty days from the date of this order and that such publication be continued therein once in each week for six weeks in succession; or that the said plaintiff cause a copy of this order to be personally served on the said defendant, Lucille Hagerty, at least twenty days before the time prescribed above for her appearance.

George W. Sample
Circuit Judge.
Examined, countersigned and entered by me, Luella M. Sweet, Deputy Register and Clerk.

Jacob F. Fahrner, attorney for plaintiff. Business address, Ann Arbor, Michigan. 106F7

LOCAL BREVITIES

Our Phone No. 190-W

Austin Balmer is erecting a new silo on his farm in Lyndon.

Galbraith Gorman and Leon Davis have arrived overseas safely.

Rev. Fr. VanDyke spent several days of this week in Detroit.

Mr. and Mrs. Jabez Bacon visited relatives in Detroit over Sunday.

Rev. G. Eisen is taking treatment at the University hospital in Ann Arbor.

Miss Elizabeth Kustorer is teaching in the Kalamazoo schools again this year.

Miss Flora Kempf has resumed her duties as a teacher in the Jackson schools.

Mr. and Mrs. Wirt Ives of Owosso visited Chelsea relatives over the week-end.

Forty-eight men were registered for military duty in Lyndon township yesterday.

Albert Goodrich of Detroit visited Mr. and Mrs. Henry Mushbach over the week-end.

Gilbert Clark is now employed in the plant of the Continental Motor Co., in Detroit.

Misses Mary and Agnes Young of Lyndon are attending St. Joseph's academy in Adrian.

Mr. and Mrs. Frank Hendry and daughter Ruth, of Royal Oak, visited Chelsea friends Saturday.

Misses May and Alice Guinan, of Detroit, spent Sunday at the home of Mr. and Mrs. George Nordman.

Miss Ella Freer left Monday for Marshalltown, Iowa, where she will visit friends for several weeks.

Mrs. Jessie Jones and Miss Gale Merritt, of Charlotte, were the guests of Miss Nellie Hall over the week-end.

Ed. Guinan and nephew, Lawrence, of Cleveland, Ohio, visited Mr. and Mrs. George Nordman over the week-end.

Mrs. L. B. Lawrence and son, of Sharon, have moved into a part of the James Cooke residence on South Main street.

The Bay View Reading club will meet with Mrs. G. W. Palmer, Monday evening, September 16th, at seven o'clock.

Mr. and Mrs. George Millsap and daughter Ruth, of Ann Arbor, visited Mr. and Mrs. J. N. Dancer, Sunday.

Mr. and Mrs. Archie Alexander are moving to Ann Arbor, where he has a position with the Hoover Steel Ball company.

Regular meeting of the Royal Neighbors of America, Tuesday, September 17, at 7:30 o'clock, in Woodmen's hall.

Mr. and Mrs. F. S. Richardson received a card Tuesday announcing the safe arrival overseas of their son, Sergeant Frank Richardson.

Jacob Alber has purchased six acres of muck land from Fred Iliemenschneider, adjoining the former's onion marsh on the north and west.

Herbert Roy, an enlisted man in the Canadian army, visited his wife several days of the past week. He expects to be sent to Siberia for military duty soon.

Mrs. W. W. Hendrick left yesterday for Buffalo and Lockport, New York, where she will visit relatives for several weeks. Mr. Hendrick accompanied her as far as Detroit.

Mr. and Mrs. C. H. Runciman and children, of Lowell, visited his mother, Mrs. Elizabeth Runciman, the last of the week, en route home from a visit at their former home in Gross Ile.

Mr. and Mrs. W. D. Otis have moved from Dexter to Chelsea and have rented the Maroney residence on McKinley street. Mr. Otis is employed in the plant of the Lewis Spring & Axle company.

Enmett H. Dancer of Lima was pleasantly surprised Monday evening by about 50 of his friends and relatives, who gathered in honor of his birthday anniversary. Refreshments were served and a pleasant social time was enjoyed.

Mr. and Mrs. Frank Hogan and children and Mrs. Hogan's mother, of Ann Arbor, and Mrs. Rosa Fetterman of Sturgis were guests of Mr. and Mrs. Matt Alber, Sunday. The Hogan children, Paul Kenneth and Mary Magdalene, were christened, Rev. A. A. Schoen of St. Paul's church officiating.

A letter from E. M. Buchanan, who recently removed from Chelsea to Seattle, Washington, says that he and his family are now located at Concrete, Washington, where he is chemist for the Superior Portland Cement company. There are two cement plants at Concrete, the Superior and the Washington.

The eighth reunion of the Liebeck family was held Sunday at the home of Mr. and Mrs. Joseph Liebeck, 44 members being present. The following officers were elected: President, Joseph Liebeck; secretary, Loretta Hein; treasurer, Vincent Fleming. The next reunion will be held at the home of Mr. and Mrs. John Liebeck in August, 1919.

There is more Catarrh in this section of the country than all other diseases put together, and for years it was supposed to be incurable. Doctors prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Catarrh is a local disease, greatly influenced by constitutional conditions and therefore requires constitutional treatment. Hall's Catarrh Medicine, manufactured by F. J. Cheney & Co., Toledo, Ohio, is a constitutional remedy, is taken internally and acts thru the blood on the Mucous Surfaces of the System. One Hundred Dollars reward is offered for any case that Hall's Catarrh Medicine fails to cure. Send for circulars and testimonials.

F. J. CHENEY & CO., Toledo, Ohio. Sold by Druggists, 75c.

Hall's Family Pills for constipation.—Adv.

Miss Anna Young is teaching the Lyndon Center school.

H. J. Dancer and Charles Clark were in Ann Arbor today.

Mr. and Mrs. Ernest Musson of Howell visited relatives here over the week-end.

Miss Berenice Prudden is teaching in school district No. 12, Lyndon, and began her duties Tuesday.

Mrs. H. H. Avery and son, Arthur and wife, visited Dr. H. H. Avery at St. Joseph's hospital in Ann Arbor, Tuesday.

Mr. and Mrs. Leland Foster of Highland Park visited Mr. and Mrs. Harry Foster of Lyndon over the week-end.

Mr. and Mrs. George Kaercher of Jackson, formerly of Chelsea, are the parents of a son, born Monday, September 9, 1918.

A total of 346 men were registered for military duty in Sylvan township, which includes Chelsea village, yesterday, 14 being aliens.

Mr. and Mrs. A. D. Baldwin have moved from the Cummings residence on Orchard street to the residence of Mrs. Christ Gran, on South Main street.

Mrs. Mame O'Brien returned to her home in Beloit, Wisconsin, the first of the week after visiting her parents, Mr. and Mrs. John McKernan of Lyndon, for several weeks.

Have you paid your subscription in advance? Uncle Sam says that subscriptions to country newspapers should be so paid. Please attend to your subscription at once if you are in arrears.

Over in Parma lives a man named Howard Hun. His name is printed in Bill Beebe's paper and so we are sure he must be a good American or friend Bill would never give him space in his paper, but he's got a German sounding name all right.

Anyone who does not believe that advertising pays is cited to the vote received at the recent primaries by Truman H. Newberry. The result of that vote was brought about almost wholly by advertising—clear, clean, consistent and persistent. The campaign is designated as one of the most effective ever carried out.

A Chelsea man who spent Sunday in Howell says that people in that vicinity do not observe the "gasless" Sunday as closely as in Chelsea and vicinity. Here the "gasless" Sunday pretty nearly puts the local brevities column in this paper "on the hummer"—people don't have as many visitors or go visiting so much as formerly.

Residents in the vicinity of South and Congdon streets are considerably annoyed each summer by immense flocks of birds, mostly English sparrows, which roost in the big maple trees in that neighborhood. Besides being very noisy evenings and mornings, the droppings from the birds create an insanitary condition on one of the most desirable resident streets in town.

Thomas James O'Connor, brother of Mrs. John Greening of this place, died last evening in Saginaw, where he had been visiting relatives. He was 50 years of age. His home was in Kenton, Ohio, but he formerly resided in Chelsea and has many friends here. Mrs. Greening and her daughter, Miss Nina, will attend the funeral in Saginaw tomorrow.

A word about the making of Red Cross socks. Shrink the yarn before knitting and you will find it much more agreeable to handle. Take up stitches from inside of heel instead of on the outside. The little ridge will then be on the outside. Please use no colors in cuffs of socks other than grey or white. Be absolutely sure that socks are of equal length. Do not allow anyone to knit on your socks, as no two people knit exactly alike. Do not forget to fasten socks at the top of the cuffs.

The ash dump in the rear of H. J. Dancer's store caught fire several weeks ago and is still smoldering. Ashes and refuse from a number of stores on the east side of Main street have been dumped into a big "hollow" back of the stores for years. Each year it has been leveled off so that now the "hollow" is pretty nearly filled up. No doubt there is considerable unburned coal and clinkers in the dump and it, perhaps, has become so thoroughly dried out during the heat of the past summer that it heated, just as piled coal does, and started to burn.

Subscribers living in Detroit complain that their papers are now several days late in reaching them. Tuesday's paper will be delivered about Thursday or Friday, and Friday's paper not until Monday or Tuesday. The papers are mailed from Chelsea regularly on the day of publication and go east on the 8:29 p. m. train, but are not handled promptly in the Detroit postoffice on account of lack of help. First-class mail is, of course, given preference and the newspapers are neglected until such time as the Detroit postal clerks get around to handle them.

Has a High Opinion of Chamberlain's Tablets.

"I have a high opinion of Chamberlain's Tablets for biliousness and as a laxative," writes Mrs. C. A. Barnes, Charleston, Ill. "I have never found anything so mild and pleasant to use. My brother has also used these tablets with satisfactory results."—Adv.

Phone us your news items; 190-W.

F. STAFFAN & SON

UNDERTAKERS

Established over fifty years

Phone 201 CHELSEA, Mich

Report of the condition of

THE KEMP COMMERCIAL AND SAVINGS BANK

At Chelsea, Michigan, at the close of business August 31st, 1918, as called for by the Commissioner of the Banking Department:

RESOURCES		
Loans and Discounts, viz.:	Commercial	Savings
Secured by collateral	\$188,986.01	\$ 78,527.33
Unsecured	9,783.64	
Items in transit		
Totals	\$198,769.65	\$ 78,527.33

Bonds, Mortgages and Securities, viz.:		
Real estate mortgages	\$ 16,060.36	
U. S. bonds and certificates of indebtedness in office	124.00	10,000.00
U. S. bonds and certificates of indebtedness pledged	46,000.00	32,000.00
Other bonds	17,700.00	24,500.00
Totals	\$ 79,884.36	\$301,803.85

Reserves, viz.:		
Due from banks in reserve cities	\$ 33,816.07	16,304.00
U. S. bonds and cert. of ind. carried as legal reserve		32,700.00
U. S. cert. ind. carried as cash reserve		10,000.00
Exchanges for clearing house	1,207.28	6,500.00
Currency	1,410.00	3,240.00
Gold coin	551.20	1,260.00
Silver coin	531.89	
Nickels and cents		
Totals	\$ 37,516.44	\$ 70,004.00

Combined accounts, viz.:		
Overdrafts		\$ 2,188.10
Banking house		15,000.00
Furniture and fixtures		5,000.00
Other real estate		2,309.21
Total		\$791,002.94

LIABILITIES		
Capital stock paid in		\$ 40,000.00
Surplus fund		40,000.00
Undivided profits, net		22,187.69
Commercial deposits, viz.:		
Cashier's checks		\$148,623.93
Postal savings deposits		919.07
Time commercial certificates of deposit		244.25
Total		\$196,283.25

Savings Deposits, viz.:		
Book accounts—subject to savings by-laws		\$37,427.77
Certificates of deposit—subject to savings by-laws		39,764.23
Total		\$115,192.00

Notes and bills rediscounted		
Notes payable		\$ 17,310.00
Bills payable		60,000.00
Total		\$791,002.94

State of Michigan, County of Washtenaw, ss.

I, John L. Fletcher, Cashier of the above named bank, do solemnly swear, that the above statement is true to the best of my knowledge and belief and correctly represents the true state of the several matters therein contained, as shown by the books of the bank.

John L. Fletcher, Cashier.
Subscribed and sworn to before me this 9th day of September, 1918.

John B. Cole, Notary Public.
My commission expires Oct. 23, 1919.

Correct attest: H. S. Holmes, D. C. McLaren, Otto D. Luick, Directors.

For neat, attractive, up-to-the-minute job printing
try The Tribune—call us up.

IT PAYS TO ATTEND The Business Institute

The insistent call for trained office men and women has enabled many Institute graduates to accept employment at beginning salaries of \$70.00 to \$100.00 a month.

The opportunities for advancement are excellent. We have always been able to place our graduates advantageously, but for the last year the demand has been far in excess of the supply.

The training camps are busy fashioning raw recruits into soldiers—we are busy, too, training young men and women to be soldiers of industry. They are needed, and we offer exceptional opportunities to prepare in a short time to fill responsible positions in any office.

The best opportunities are open to young men and women who are ready to accept them. To be ready means that one must be thoroughly trained for the job at hand.

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BURROUGHS CALCULATING MACHINE BANKING ETC.

(Write today for attractive illustrated booklet.)

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OVER 300
MACHINES

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Largest, best equipped business school in Michigan.

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