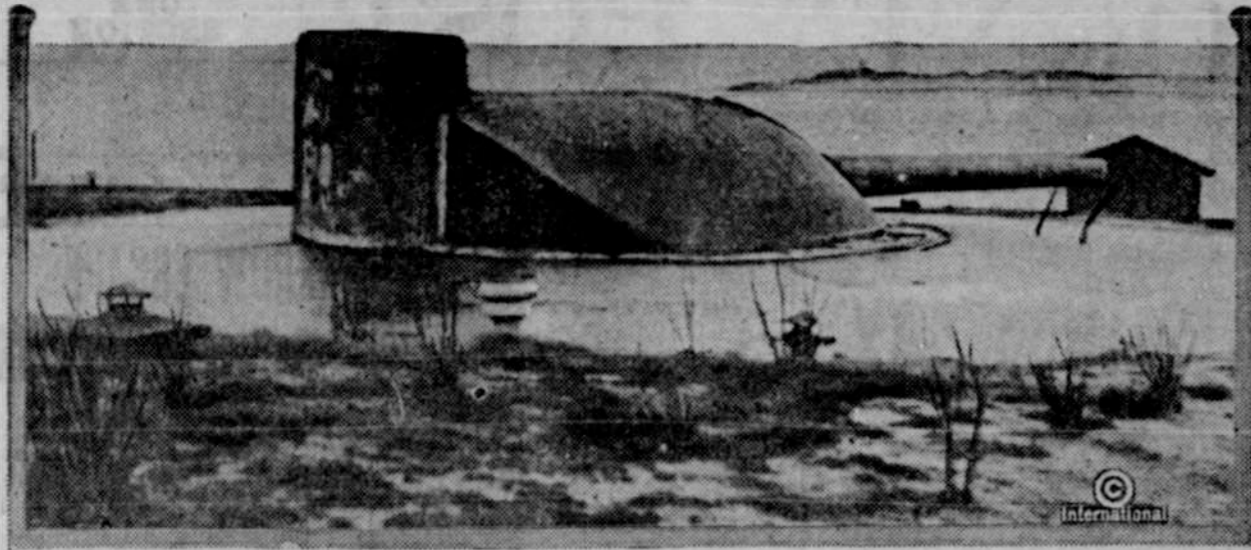


## HELGOLAND FORTIFICATIONS BEING DISMANTLED



The Germans, in accordance with the armistice terms, are dismantling the fortifications of Helgoland, their stronghold in the North sea. This new and exclusive photograph shows one of the great gun emplacements.

## OIL TO TAKE PLACE OF COAL ON SHIPS

Coal Strike Adds Impetus to Movement to Change Propelling Power.

### MANY ADVANTAGES IN OIL

Eight American Merchant Lines Contemplate Installation of New System—Economy of Labor and Space Strong Arguments.

New York.—For months naval authorities and private steamship companies have been seriously considering the conversion of vessels from coal to oil burners and some have already made that change. The coal mine strike has quickened plans to make fuel oil the ship-propelling power of the future, and many companies have announced their purpose to run their craft with oil instead of coal.

Oil, it is argued by engineers engaged in making the change, will cut large slices from the expenses of operation, the size of crews, eliminating coal stokers and increasing cargo space by releasing much space now given over to coal.

The shipping board is investigating the practicability of making the Leathman an oil burner. It is no secret that she is considered a failure, from

ping board, besides 18 others that have been sold by the shipping board. Of 720 vessels now under construction for the board, 636 are to be oil burners, aggregating in deadweight tonnage 4,691,650.

#### Many Advantages in Oil.

Asked by a reporter for The World the advantages of oil over coal a shipping expert said:

"Oil requires less bunker space for a given steaming radius. It can be carried between double bottoms and in other places where neither coal nor cargo can be stored. The space saved can be used by freight-paying cargo.

"Bunkering can be effected with greater dispatch and is not interfered with by darkness or weather. Dirt and other discomforts attending the loading and use of coal are missing with oil. There is no need of machinery such as is required for handling ashes. Stoking is eliminated, reducing the number of men necessary. Uniform steam pressure is more eas-

### American Slang Defined by British Dictionary

London.—Cassell's new English dictionary contains a large number of words that came into use during the war, many of them borrowed from American slang. A few of the innovations are:

- Bus—An airplane.
- Cold Feet—To be in a funk.
- Guy—No good.
- Highbrow—A highly superior person.
- Eyewash—Humbug.
- No flies on me—No fool.
- Jazz—A noisy and boisterous dance in ragtime.
- Movies—A cinematographic exhibition.
- Umpteen—Any number.
- For the benefit of Americans "old bean" is defined as "old fellow;" "conchy" as a conscientious objector, and "top hole" as the very best.

ily maintained, insuring a steady rate of speed and reducing the degree of deterioration of furnaces and boilers resulting from uneven temperatures."

## MUST BE FAIR TO CONSUMER

Substitutes for Sugar Must Be Declared on Labels of Food Packages.

### ALLOW ONLY HARMLESS ONES

Regulations of Food and Drug Act Are Very Strict—Require That Consumer Be Informed as to What He Is Getting.

(Prepared by the United States Department of Agriculture.)  
Washington.—Substitutes for sugar or for other normal ingredients of foods should be declared on the labels of the packages of food in which they are used. If the packages are shipped within the jurisdiction of the federal food and drugs act, say the officials of the bureau of chemistry, United States department of agriculture, who are charged with the enforcement of that act. Only substitutes which are harmless are permitted in foods under the terms of the law, and those that are permitted should be stated clearly on the labels.

The object of the regulation requiring that substitutes be declared on the labels is not to limit in any way the use of wholesome substitutes, the officials state, but to let the consumers know what they are getting. A purchaser of any food product, of which sugar is a normal ingredient, will naturally expect to get sugar in that product unless advised to the contrary. As the substitutes are usually cheaper than the substance for which they are used, it is only fair, both from the standpoint of the purchaser and from that of fair trading, that a clear distinction be made on the labels between foods that contain all the normal ingredients and foods in which one or more of the normal ingredients is replaced by a cheaper substance.

#### Substitutes That May Be Used.

There are a number of substitutes for sugar which can very properly be used in manufactured foods, such as jams, jellies, marmalades, pops, soda water, confections, and the like. Among substitutes that may be used, if properly declared on the labels, are maple sugar sirup, glucose, corn sugar, corn sirup, honey, and high-grade refiners' sirup.

Saccharin, a coal-tar product which has been widely advertised by its manufacturers as a sugar substitute, is not a proper or legal substitute, since it is held to be injurious to health, and as it has no food value whatever, it lowers the quality of the food in which it replaces sugar, which has a high food value. The use of saccharin, whether or not declared on the labels, in foods coming within the jurisdiction of the federal food and drugs act, is prohibited. The laws or regulations of most of the states also prohibit the use of saccharin in

foods. A number of food manufacturers have been convicted for shipping into interstate commerce foods adulterated with saccharin. A criminal prosecution is now pending against one of the manufacturers of saccharin for shipping it labeled as harmless within the jurisdiction of the federal food and drugs act.

#### Liable to Seizure.

Foods in which harmless substitutes have been used and no mention of the substitutes made on the labels, if shipped within the jurisdiction of the federal food and drugs act, are subject to seizure and the party responsible for the violation of law is liable to prosecution. Manufacturers of foods in which substitutes are used should see that the substitutes are stated on the labels in order to avoid violations of the federal or state laws.

Regulation 25, issued under the federal food and drugs act, provides in part as follows:  
"When a substitute of a recognized quality commonly used in the preparation of a food or drug product is replaced by another substance not injurious to health, the name of the substituted substance shall appear upon the label."

### NEW CLAIM TO MAYFLOWER

English Woman Says She Is Descendant of Original Owner of Vessel.

Kings Lynn, Norfolk, Eng.—There is a new theory relative to the ownership of the Mayflower. Mrs. Margaret Farrow claims to be a descendant of the original owner of the emigrant vessel, one Richard Bunting of South Creek, who farmed in the Duchy of Lancaster.

Mrs. Farrow declares that in the will of that gentleman, dated 1601, he bequeathed to Thomas Bunting "All debts he owed me and also my boat, the Mayflower, and all things belonging to her."

Among other domestic papers of the family there is an entry to the effect that "the Mayflower, loaded with corn, was taken to Holland instead of to Rye and was fined."

Norfolk folk now claim the vessel as their own.

### BAN DRILL IN "FOE" SCHOOLS

Allies Stop Military Exercises by Children Till Disarmament Is Settled.

Mayence, Germany.—Military drills in the public schools of the occupied area of Germany have been prohibited by the allies' committee on the administration of the Rhine territories until such time as the subject of disarmament of Germany provided for in the treaty of peace may be taken up and decided definitely by the allies' commission.

## New Devices to Help Air Pilots

Radio Direction Indicators Are Improvements to Save Life and Time.

### NEED FOR CASH IS ACUTE

Eight Planes Used in Mail Service in United States and 54 in English Channel Service Compared—Fog No Longer Menace.

New York.—New devices to safeguard mail pilots and assure the sure guidance of mail planes through all kinds of weather are now being installed on mail planes and at the Newark and Bellefonte flying fields, according to a statement by Otto Praeger, second assistant postmaster general in charge of aerial mail. Radio direction indicators and a new compass are among the improvements which will save both life and time.

In his statement Mr. Praeger goes carefully into the aerial mail situation in this country, pointing out that much depends upon the attitude of congress toward appropriations for the extension of the service. He contrasts the eight airplanes in daily mail carrying operations throughout the entire United States with the 54 transporting mail each day in Great Britain and across the channel.

"The fact that European countries are operating more extensive air mail services than the United States is due solely to the reason that the post office department has not been able to obtain appropriations for the desired development," he says. Concerning the improvements in air mail carrying, he says:

"With the co-operation of the bureau of standards, the signal corps of the army and the radio section of the navy, the aerial mail service has developed a most powerful loop radio for communication of mail planes and their guidance through all sorts of weather, even fog. This equipment is now being installed on the new mail planes and landing fields at College Park, Newark and Bellefonte, Pa.

"The radio set has a tremendous range for sending. Its possibilities have not been fully determined. Instead of requiring masts from 200 to 500 feet high, the aerial wires are being raised on masts only 25 feet high.

#### Field Marking Equipment.

"Included in the equipment is a field-marking radio device which enables a pilot to steer exactly for the center of his landing field, although it may be invisible and obscured by clouds, rain, snow or fog. The tremendous importance of this invention, which has been perfected by the bureau of standards on the initiative of the aerial mail service, can be barely realized by those unfamiliar with the art of flying.

"Fog is the aviator's most dangerous enemy. A majority of crashes and bad landings are caused solely by the inability of the pilot to determine his position and the location of a suitable landing place.

"A new compass has been devised and put in service on the small planes, but one of the most important contributions to aviation being worked out by the aerial mail service, with every prospect of success, is a nonmagnetic and nongyroscopic compass which will overcome the unreliability of the magnetic compass caused by vibration and other disturbing features of an airplane in motion.

"Through the encouragement and actual assistance of the aerial mail service an American inventor has created a self-cleaning spark plug for the powerful high-compression type of Liberty motor.

"We have every reason to believe that these new inventions will do much

for the transcontinental service when it is installed. Heretofore the only argument against the aerial mail plane was that railroads were more dependable than flying machines for long hauls, that planes could not make transcontinental or long cross-country flights with a surer success because the weather might either delay the start or force a landing on undesirable ground.

"There was much in that argument until the wireless was called into play in behalf of the air mail plane."

#### Cut Down the Time.

Air service across the continent from New York to San Francisco will cut down the time of transmission of mail by almost two days, according to Mr. Praeger. He says:

"The proposed transcontinental air mail from New York to San Francisco is the result of our inability to get the railroads to give the Pacific coast cities, notably Los Angeles, San Francisco and Seattle, an efficient mail service. A letter mailed in New York and making all connections takes 90 hours to reach San Francisco.

"If you write a letter Monday it will leave New York at 8:40 o'clock that night, and if the trains are on time will arrive in San Francisco at 12:30 o'clock Friday afternoon. During 25 days in October the mail reached San Francisco on schedule only five times. When the trains were as much as an hour late the mail was not delivered until Saturday morning.

"By the air mail route letters written Monday would leave New York Tuesday morning, arrived in Omaha, Neb., that afternoon in great planes of the type which are now being completed for the mail service; arrive at Battle Mountain, Nev., on Wednesday afternoon and be in the San Francisco post office by 9 o'clock Thursday morning; in fact, delivered almost two days ahead of the mail sent overland by train.

"This route, if congress permits the carrying out of present plans, will be operated by multimotored planes carrying a ton of mail from New York to Omaha, and then onto the Coast by planes carrying 1,500 pounds over the Rockies.

"The West has been aroused in favor of this service, but what congress will do in the matter remains to be seen. The trouble with aviation in America is lack of vision and ignorance of the problems that confront manufacturers. Until the national congress obtains a clearer grasp of this subject the United States will steadily slip back while Europe goes forward.

#### In Death Struggle.

"Few of us apparently realize today that the American airplane industry is in a death struggle for existence. People seem to be under the impres-

## MISS MAUDE YOUNGER



Miss Maude Younger is secretary of the legislative committee for the national women's party of which Miss Alice Paul is chairman. Of independent means, Miss Younger devotes virtually her entire time to speechmaking and lobbying in Washington for the ratification of the suffrage amendment. She spent five years in the college settlement, New York, where she was converted to suffrage through her close contact with the laboring classes.

sion that our airplane industry is holding its own with the rest of the world and that the air mail service of the United States is the only one in operation.

"Today it is the boast of the air mail service of the post office department of the United States that we have eight airplanes in the air daily, covering a total of 1,906 miles of territory and carrying an aggregate of 2,100 pounds of mail.

"Compare this with the information contained in an official report from London detailing the status of the airplane postal service in Great Britain at the close of the month of September, 1919. This report discloses that 54 government airplanes were transporting mails daily from one part of the country to another, the latest routes including Bristol, Birmingham, Newcastle, Manchester and Glasgow; also that multiple motor Handley Page airplanes were carrying 1,400 pounds of letter mail to Brussels for forwarding to Holland and Norway, and bringing back on the return trip 2,000 pounds of continental mail."

## Search Sky for New Stars

Harvard Observatory Finds 18 Not Previously Classified Through Photographic Study.

Cambridge, Mass.—The Harvard college conservatory is making a systematic search for new stars, according to Acting Director S. I. Bailey, who said that every two weeks a photographic study of the Milky Way was made and the new stars charted. Since this work was undertaken several years ago, he added, eighteen new stars had been discovered.

"We also are engaged upon a detailed study of the magnitudes of stars," Prof. Bailey said. "In certain special areas, in co-operation with Prof. Kapteyn of Groningen, Holland, we are making an especially intensive study of both the magnitude and position of all stars down to the fifteenth

or sixteenth magnitudes, or, in other words, down to stars about 10,000 times too faint to be seen with the naked eye. There are something like 100,000,000 such stars.

### Baby's Daubs on Wall Better Than Masterpiece

Baby finger prints on the wallpaper are the finest example of mural art. This was the decision handed down in a New York city court by Justice Robitzek, in dismissing a suit to recover alleged damages because a baby had embellished the interior decorations of an apartment by a frieze all its own.

This would be a happier world to live in," the judge said, "if baby fingers could only make their imprint on the hearts of men and women. I would rather see the print of baby fingers on the walls of my house than have them adorned with the world's masterpieces."

### TREASURE DIGGER WINS SUIT

New Jersey Preacher Doesn't Have to Pay Farmer \$5,000 on Note, Says Court.

Paterson, N. J.—Frederick Loehrs, pastor of the Congregation of Enlightenment of Soul and Spirit, will not be compelled to pay \$5,000 for the privilege of digging up a farm in quest of buried treasure. A jury in the circuit court here dismissed the suit against him on grounds of "no cause for action."

The plaintiff was Daniel Balsinger, who said he had loaned Loehrs \$5,000 on a note. The pastor testified that Balsinger told him of a conversation Balsinger had with a woman, in which the latter recounted a dream in which over \$2,000,000 worth of jewelry and gold was buried on Balsinger's farm in Oakland, N. J.

The pastor agreed to buy the farm, he said, and gave Balsinger \$20 in cash and the note for \$5,000. Then he and Mrs. Sophie Sautter, treasurer of the congregation, and Mrs. Marie Blumer, secretary, dug and dug in vain for the valuables.

## DAVISON WELCOMES SIR DAVID HENDERSON



Sir David Henderson, director general of the League of Red Cross Societies, who arrived on the Baltic, shown as he was greeted by Henry P. Davison, head of the American Red Cross.