Can't Teach Old Dog New Tricks

Britisher Wear American Coat Shirt? No, Sir-ee, It Simply Can't Be Done.

FIRMLY AGAINST OUR STYLE

Englishman Wants to Slip Garment on Over His Head, and He Wants the Collar Button to Touch His Neck, Too.

London.—"You can't teach an old dog new tricks" is true when it comes to the question of how an Englishman puts on his shirts. Just a few minutes ago the writer went into a haberdashery shop in the Strand.

"Do you want your shirts cut English fashion or American?" asked the fitter.

"Why, what's the difference?" he was asked.

"You see, an Englishman won't have a coat shirt; he wants to slip it on over his head," said the shirtmaker.

The fitter then told of several incidents about his countrymen who came into this particular shop. The other day one customer was thoroughly angry. He had been sold a dozen American coat shirts.

"I can't get into them," he said.

"All right, we will sew them up," said the shirt fitter.

Another Englishman had bought some American shirts and came back with them in a very bad temper.

"What do you mean by selling me shirts without a collar buttonhole in the back?" was his objection. "Why, I had to cut a hole through with a penknife."

The polite salesman tried to show his customer the benefit of the American shirts; how fine it was not to have the collar button touch the neck. But he would have none of those kind of shirts.

"Why," said he, "I can't reach the back of my neck to put the button in."

"You dont have to," said the fitter "put it in before you put your shirt on."

That made the Britisher angry.

"I won't do it," he said. "I always put my collar buttons in after my shirt is on my back. And I won't have you tell me how to do it."

Bars Hangers on Shirts.

Though unconvinced on that point the salesman tried to tell the Englishman how fine it was to wear a coat shirt; that it didn't ruffle up one's hair when put on. "No, you can't sell me those shirts. I comb my hair after I put my shirt on. Besides," said this customer, "I don't want hangers on my shirts."

The writer told shopkeepers that coat shirts had not had a long history in America. "Well, you see," said he, "an Englishman learns how to put on a shirt when a little boy, and he won't change."

This particular shop has a customer who has bought the same color shirts for forty years, and he insisted on that color all during the war. Another customer for sixty years, now dead, always bought one color of neckties—red.

Races a "Function."

One London paper has a paragraph about Walter Hagen taking off his sweater just as he was about to make a drive. It simply isn't done here. Rather serious criticism greeted the first appearance of the American tennis players because they dressed so sloppily. An Englishman has his trousers pressed for tennis just as he has them pressed for dinner, and he usually wears a beautiful blue coat with brass buttons when he plays.

The writer asked an English friend why he always wore a silk hat and cutaway to the races. "Well, you see, it's a function and I must," he replied.

All these differences were discussed by a group last night. The Americans rather convinced the Englishmen of the advantages of American shirts, but very reluctantly. One of the group whom the Americans thought convinced blurted out. "Well, you see, those coat shirts wear out quicker in the laundry." What can you do with that kind of man?

W. Pett Ridge, the English writer and novelist, said the Americans would better change the subject. So he asked what was the difference between the English speech and the American. Somebody said the American speech was a bit louder. "Yes, you have hit it," he said. "Only you stress the unessential word. Your 'the' and 'to,' etc."

Another Englishman said: "We will settle it this way. Your shirts are better and speech worse. But in most things we break about even. But do you know what John Hay said when he returned from the embassy here?" All asked for Hay's speech. Here it is:

"I never saw a street fight in England; I never heard a story that couldn't be repeated in the company of ladies; I never heard a real cuss word used."

"Where did Hay live?" one Englishman asked.

"No," said another. "You are both right; we break even on those things too."

AVIATOR SEASICK IN THE AIR

Italian Flyer Encounters Rough Air Conditions on Trip to Tokyo.

Tokyo.—Lieutenant Ferrarin, one of the two Italian airmen who flew from Rome to Tokyo, encountered such rough air conditions while crossing Korea that he became seasick.

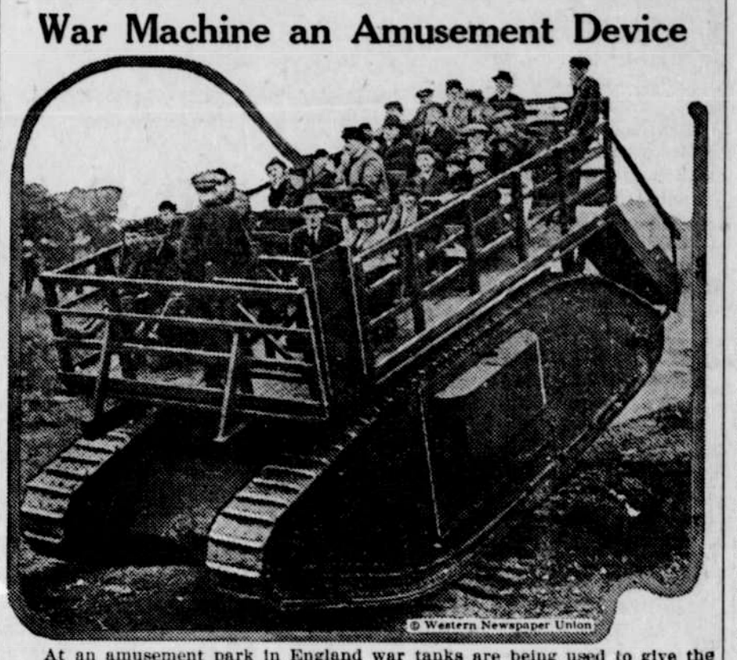
"In my entire flying experience," he said, "I had never before encountered such conditions. The machine pitched like a small boat in a heavy swell, and for the first time in my life I knew what it was to be seasick.

"The most exciting part of my trip occurred in Asia Minor," he added, "about 100 miles from Aleppo, where I was subjected to heavy machine gun fire by the Arab rebels."

Wife Nagged on Trolley; Conductor Gets Divorce

Accusing his wife of annoying him while he went about his duties as a street car conductor, William L. Stockfleth obtained a divorce from Alice V. Stockfleth in Superior Judge Morgan's court in San Francisco. Stockfleth said his wife would board his car and berate him for answering questions of passengers. More than that, she never paid any fare when she started out on a nagging expedition.

War Machine an Amusement Device



At an amusement park in England war tanks are being used to give the patrons of the place thrilling rides.

Is Greatest Plane Motor in World

Most Powerful Airplane Engine Ever Built in United States Made in Detroit.

INTENDED FOR GENERAL USE

Capable of Driving Machine at 200 Miles an Hour, Says Designer, One of Liberty Motor Creators—Is Fireproof.

Detroit.—A new 500-600 horsepower airplane engine, the most powerful ever built in this country and the most powerful in the world except for a few racing freaks, has been completed here. It is expected to develop speeds far greater than anything yet achieved. In addition it is fireproof, and it can be started "cold" after a long dive, thus ending two of the greatest dangers that aviators have had to face.

This announcement was authorized by Col. Jesse G. Vincent, designer of the engine, who is known as one of the creators of the Liberty motor.

The new engine, in spite of its great power, is no freak. It is intended for steady, long-time service, either for heavy duty or for great speed, and is designed for American quantity production methods.

Made for General Use.

While the men who are handling the new engine expect that it will push a plane at least 200 miles an hour, the engine was not designed for this purpose alone, and is capable of wide and general use. It weighs only 1.94 pounds per horsepower.

The lessons which Colonel Vincent learned during the war in his study of the actual performance of the Liberty motor, as well as of the best makes from both allied and enemy countries, are embodied in this design, and as a result there are several notable advances.

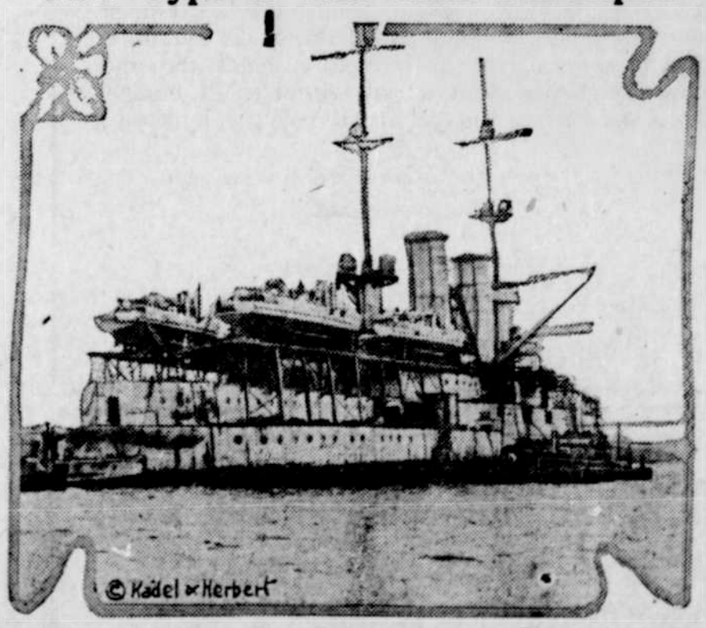
Most important is that the motor is fireproof for all civil purposes. This has been attained by putting the carburetor below and outside of the crank case, with all vents outside the cowling so that there is no possibility of conflagration from a back fire. This arrangement also has the advantages that it gives gravity feed, thereby eliminating the weight of extra piping and of the feed pump, and that it makes the carburetor much more accessible.

Exhaust Valves Changed.

Another change has been in providing two inlet and two exhaust valves for each cylinder, instead of one. The result has been a bigger and steadier flow of gas to the cylinders, and a very high mean effective pressure even at great speed. A double finger valve lift is used, and this permits changes in the cam-shaft and rocker-arm mechanism which make this engine much superior to any predecessor in the troublesome matter of leakage from the cam-shaft housing.

A third change is in the use of a single duplex carburetor, instead of the usual two carburetors. The difficulty of synchronizing the throttle and altitude controls of two carburetors has always been a bugbear to aviators, but it had been felt that two or more were necessary to give the requisite flow of gas. It has been found in the tests, however, that this single duplex gives splendid economy and other details which, in the opinion of Colonel Vincent, fully justify the design. He predicts that it will promptly become a universal practice with airplane engineers.

New Type of War Craft Developed



The latest development in war craft is that of a mother ship for mine layers that is also a battleship. It carries 12 small mine layers on specially-constructed steel beds. Huge cranes which lift the mine layers bodily out of the water are on both sides of the vessel.

Celebrate Return to German Rule

A general holiday was declared in Flensbourg, Slesvig, when the German authorities again took over control of the city following the plebiscite in which the people of Flensbourg voted to remain with Germany. This photograph shows the flower-bedecked German troops entering the city.

SCARS OF WAR IMPROVE SOIL

Effect of Deep Plowing Produced Upon Shell-Torn France, Says American.

VEGETATION IS LUXURIANT

Vigorous Crops Are Growing as a Result of French Patience and Industry—Stick to Antiquated Tools and Methods.

New York.—The thought of deep scars left upon the land in France and Belgium by the trenches of the allies and their foes has been one of the gloomiest of post-war reflections. To those who have feared that permanent harm to the agriculture of the war-torn areas would result, the special report made to the American Committee for Devastated France recently by Hal B. Fullerton, agricultural director of the Long Island railroad, will come as a relief. For in it Mr. Fullerton declares that the trenches and shellholes have accomplished the one thing dearest to the farmer's heart—deep plowing.

"If a farmer here in America," said Mr. Fullerton to reporters recently, "manages to plow to a depth of four inches he thinks he has done exceedingly well. For the most part, he gets down two inches. The best ever done in this country is nine. Now what has happened in France? Trenches eight to ten feet deep, shellholes and mined areas from fifty to a hundred feet in depth and often 200 feet square have brought to the surface, without disturbing it, the deep soil, containing valuable minerals of which the top soil, used for generations, has been depleted. Added to these minerals is the organic matter furnished by the fertilization of dead beasts. Thus the upheaval wrought by the trenches actually represents the type of cultivation advanced by practical agricultural experts in America and England.

"I remember one former battlefield where the trenches had been filled in and wheat planted. The lines of trenches—French on one slope and German on the other—could be clearly distinguished because the wheat growing over them was higher than the rest and had a rich green color that showed it to be the best in the field. It was a plain example of deep plowing."

Luxuriant Vegetation in Shell Holes.

Among Mr. Fullerton's many photographs was one showing a huge shell hole, perhaps a hundred feet deep, all over the bottom of which luxuriant vegetation, including clover, cornflower and alfalfa, was growing. Another snapshot showed unfilled trenches, with discarded ammunition belts and rifles strewn around, the whole place covered with grass, ferns and shrubbery.

Another theory that Mr. Fullerton has exploded is that of the great harm done to the soil by chlorine gas set free in military operations. On the contrary, he declared, if it has any effect at all it is a beneficial one, for the chlorine will attract to itself sodium and potassium as chemical bases, the result being some of the very salts that are used in the making of fertilizer.

Mr. Fullerton was full of enthusiasm over the French genius for farming. While amused by some of the antiquated tools and methods the peasants employed, such as hoes with eighteen-inch handles, forcing the user to bend his back at right angles as he works, and obsolete scythe sharpeners, he failed to find that conservatism and distrust of new things with which the Frenchman is so generally credited. He told of introducing to some of them the wheeled hoe, or automatic seeder, a device that may be used for all sorts of work, from harrowing to weed cutting.

"I took it out to a field," he said, "where some of the French were working, and started in with it. None of them came up to look—they are too canny for that—but I could see them watching every motion out of the corner of their eyes. A few days later one old man decided to try it, and soon he was getting so much more done in a day than the rest that he was the talk of the town."

"The problem of restoring French soil," according to Mr. Fullerton's official report, the result of three months in the Aisne department at the request of the American committee for devastated France, "is one of engineering. With the needed tractors and implements it can easily be brought back to its original fertility. Among none of the farmers did I find the slightest pessimism about their land. I noticed also that both men and women had unusual mechanical ability. They are hard workers, as well. It is a common sight to see men who have worked in factories laboring in their kitchen gardens until 9 or 10 o'clock at night, making the most of the long twilights.

His Only Salvation.

"The French countryman is a strong individualist. It is with great difficulty that he is persuaded to co-operate in a community enterprise. The present conditions, however, make this his only salvation. With the lack of man-power and machinery it is essential that the farmers form themselves into agricultural syndicates. The American committee and the French government are both fostering this system, and the former's work, with the loaning of tractors, has met with a great deal of success.

"The inhabitants of the devastated regions are in urgent need of shelter, and next to that variety of food, eggs, milk, etc., and domestic farm animals. For the tilling of the soil, they need most a good supply of hand or small motor-driven cultivators and seed-drills, to be handled on a community basis and directed by practical agriculturists in the various localities. The use of the tractors, which has already proved of great value, should be continued."

Mr. Fullerton went to France last April accompanied by his daughter. He confined his tour to the Aisne district, living in the town of Bierancourt, where the pair occupied a house used as division headquarters by the Germans. Mr. Fullerton's main work was to establish a model demonstration farm, introduce American tools and investigate conditions.

The character of the French soil, weather conditions and articles of food in the Aisne area Mr. Fullerton has discussed at length in a separate report submitted to President Peters of the Long Island railroad, for which road, by the way, he conducts a demonstration farm at Medford, L. I.

Fine Grain Country.

"This northeastern section," the report reads, "is a superb grain country. Wheat, rye and oats are very vigorous, stalks and heads large and well-filled; apples and pears are fair; only one variety of grapes, but vigorous; lettuce, sugar beets, asparagus, Swiss chard, peas, broad beans and carrots all fine; string beans, onion and cabbage all fair; no corn grown at all; grass, such as red top, meadow grass and fescues, very vigorous, including red, white and crimson, or Swiss clover. Therefore cattle do well and much cheese is made. The farms run mainly from three to fifteen acres, cultivated often and with painstaking care. Intensive work is the rule.

"The country is much like Ohio, long, gentle rolls and many small streams which the French call rivers. The soil is of the clay loam type, very tenacious when wet and having many small lumps when ready for planting. Much lime, mostly in fossil shell form, with heavy applications of thoroughly rotted manure, tells the story.

"The rainfall was only about twenty inches but extremely well distributed, with brief, gentle showers at intervals. Dewfall and mist were continuous; there were no gullies or washouts on hillsides on account of the presence of heavy rains.

"Bread is made mostly of mixed dark flour. Radishes, constantly munched in the field and at home, cheese, salads of many wild plants, chard and sugar beet tops are the main food. Chicory coffee once a day, with light, sour, red wine, diluted one-half in water. The people in the devasted area are patient, cheerful and persistent, slow moving but constantly plodding."

It Cost $6,403,343,481 to Run U. S. for Year

Washington. — The government's ordinary expenditures for the fiscal year, ending June 30, amounted to $6,403,343,481, according to a preliminary statement issued by the treasury.

Payments on the public debt amounted to $17,038,030,723, making the grand total for the period covered $23,441,383,204.

The war department led in the ordinary expenditures, disbursing $1,610,587,380, with $1,036,672,157 charged to federal control of railroads next. The navy ranked second among departments, expending $736,021,456 and the shipping board third with $530,565,649.

Ordinary expenditures were heaviest in July, 1919, when $976,273,570 was spent, and lightest in February, when they totaled $295,457,433.

World's Champion Tennis Team

The crack American players, William T. Tilden, second (right), and William Johnson in action at Wimbledon, England. They won the Davis cup and lawn tennis championship of the world through their victory over the French players at Wimbledon.

Paris to London Flights Grow.

Paris, France.—The Matin calls attention to the recent increase in aerial navigation, saying that there were 372 flights between Paris and London during June.