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**SNAPSHOTS OF
NOTABLE PERSONS**

General Paul von Hindenburg,
German Leader.



It is said of Paul von Beneckendorff and von Hindenburg, commander in chief of the German forces in East Prussia, that he is one of the most skillful strategists now fighting for the Kaiser. Born in 1847, Von Hindenburg had reached the post of chief of staff of the Eighth army corps in 1911 and for three years previous to the present war had lived in retirement. When the outbreak came he was placed in command of the Kaiser's armies operating against the forces of the czar. General von Hindenburg received his baptism of fire in the war against Austria in 1866, in which he distinguished himself. For his valor at the battle of Konigsgratz, in which he served as a lieutenant, he was decorated with the order of the Red Eagle with crossed swords. This was an honor quite unprecedented, as the order is ordinarily only conferred on officers of high rank. During the Franco-Prussian war he behaved so gallantly at the battle of Sedan that the order of the Iron Cross was pinned on his breast by order of the emperor.

Since then Von Hindenburg has advanced through all grades up to his present rank. In 1900 he was made major general and three years later was promoted to lieutenant general and placed in command of the Fourth army corps. With appointment to the present post came advancement to the rank of generaloberst, colonel general. This is a rank between that of general and field marshal. It is not held in any other army than the German.

Heir to Austria's Throne.
Archduke Charles Francis Joseph, heir apparent to the Austrian throne, may at any moment be called upon to take up the reins of government, as the emperor is very old and feeble. The archduke has been brought up under the influence and direction of old Francis Joseph, and because of his good qualities is looked upon as one of the most promising princes of the



ARCHDUKE CHARLES FRANCIS JOSEPH, heir apparent to the Austrian throne. He was the first of them to survive part of his school.

tion in a public school, having been a student in a grammar school at Vienna.

He was married in 1911, when he was twenty-four years old, to Zita, princess of Bourbon and of Parma. Like all members of the house of Hapsburg, he received a thorough military and classical training, while with an eye to the possibility that some day he would become emperor, he was well groomed in affairs of government by his tutors. Of late years legislative and administrative problems have taken up much of his time. Charles Francis Joseph is an officer of various Austrian regiments and holds honorary appointments in Prussian and Bavarian regiments. Since the war broke out he has been actively employed as a member of the general staff.

POPULAR MECHANICS

Piston Ring Faults.

The almost universally used eccentric, split piston ring does not give the satisfaction that is expected of devices of the kind by modern automobile engineers, and it is interesting to note that latterly rings of other types are coming in for a greater share of attention than heretofore. The concentric ring, which a few years ago was practically unheard of, is now used quite extensively, and there are several other types of rings built in sections that are now becoming popular. The most prominent trend at present is toward the use of a number of concentric rings, say three or four, very thin and made of steel in each piston ring groove. With these it is unlikely that the splits will line up and so permit the gases to escape, and there is less likelihood of the gases passing behind the rings.—Scientific American.

Steel Cylinders For Motors.

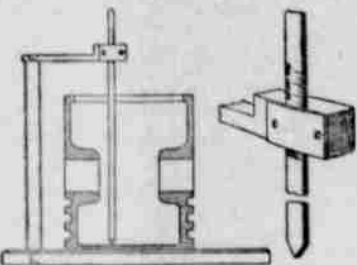
Although the use of steel cylinders is fairly common in aeronautical work, this construction has not yet become common for motorcars, due probably to the high cost, says the Scientific American. Latterly, however, a Berlin firm has succeeded in producing steel cylinder motors which cost but little more than the old cast iron type. The principal advantages of the steel cylinders are—first, their light weight, which is one-third lighter than the lightest cast iron cylinder; second, their clean appearance; third, the possibility of better cooling due to the thin metal; fourth, increased thermal efficiency because higher compression is possible with better cooling; fifth, accuracy of manufacture.

Electrical Welding.

An incident is related in the Electrical World where a workman in a railway shop approached his foreman with a request for a new machinist's hammer, showing his former tool split into longitudinal halves as the result of a heavy blow. Being busy, the foreman in a half joking manner said: "Take it to the electric welder; we're out of hammers." Without question the workman obeyed. Later the foreman noticed the man lustily chipping a nut and asked him where he got the new hammer. The inquiry elicited the fact that the two pieces of the broken hammer, small and irregular as they were, had been welded electrically with a neatness almost defying detection.

Useful Device For Garage.

A simple device for gauging the head thickness of a gas or gasoline engine is herewith illustrated, says the Popular Mechanics. This instrument is very useful in a garage where new pistons



MEASURES THICKNESS OF PISTON HEAD, are constantly being made for replacement. It consists of a metal base, pinned true on its surface, with a perfectly vertical post carrying a horizontal piece of metal. A metal rod, pointed at the lower end and provided with a scale, slides vertically through the horizontal piece, as shown in the drawing. The length of the post will depend on the largest piston to be measured.

Deodorizing a Tooth Cavity.

A large cavity in a tooth can be deodorized by dipping a pellet of cotton held by pliers into water, then taking up with it a small quantity of sodium perborate from a saucer or glass slab and quickly introducing this dressing into the cavity. The perborate liberates oxygen, which renders the cavity odorless and relatively aseptic.

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