

## EIGHT PRIZES PUT UP

Pupils Aiding Vista House Are Eligible to Compete.

## ESSAY CONTEST ARRANGED

Many Benefits to Be Held for Fund for Monument to Oregon Pioneers—Newsboy Committee to Make Active Campaign.

Eight prizes are offered by the Vista House Association for pupils of the public school contributing to the fund for the pioneer memorial, which entitles them to compete in an essay contest.

The prizes will be \$5 each. Each pupil contributing to the fund and entering the essay contest may choose for the subject of the essay any of the following: "Transportation of the Early Pioneers," "How the Pioneers Secured Their Homes," "Life of the Pioneer in the Oregon Country," "Helpfulness and Hospitality of the Pioneers," "Pioneers' Missionaries in the Oregon Country," "The Bravery of the Pioneer," "The Pioneer's Hardships and Sufferings," or "The Pioneer Schools and Churches." Public school pupils throughout the state are eligible to the competition. Contributions to the Vista House are not at all special figures, each contributor being expected to give what they can. The prize-winning essays will be printed in the Memorial Book, which is to be placed in the Vista House.

R. M. Hill, the appointed chairman of the committee in charge of school donations. Another element contributing largely to the fund of the pioneer memorial is composed of the various organizations which are holding or will hold benefits in the near future. The employees of Lipman, Wolfe & Co. will give a dance March 2, the proceeds of which will go to the Vista House fund, and a concert is to be given March 5 at the Latourell Falls Chateau, the Portland Educational Association has promised 50 per cent of the proceeds from the John Kendrick Bangs lecture March 28 to the Vista House.

The newsboys' committee is preparing for an active campaign for donations from the newsboys. Sam Perlman, Jack Lakefish and Sam Tonkin, the members of the committee, started the movement themselves with contributions a few days ago and have declared their intention of leaving no stone unturned among their fellow-newsboys to help on the work.

## CHAMBER TO PRESS ISSUE

Congress Delegation to Get Resolutions on Astoria Naval Base.

Formal resolutions approving the movement of the Astoria naval base at the mouth of the Columbia, which were adopted by the Chamber of Commerce executive committee, will be forwarded to the Oregon representatives in Congress.

The committee also approved the recommendation of the Oregon Development Bureau that the Department of Agriculture be asked to investigate the marsh lands of Oregon and the methods whereby they may be reclaimed and utilized. A resolution covering this recommendation was adopted and will be sent to the Department of Agriculture.

The civic bureau's endorsement of the plan and work of the Oregon Hygiene Society were submitted and approved by the committee.

## 1 IN GRESHAM BUYS LIQUOR

No Arrests of Any Kind Made Since January 1.

GRESHAM, Or., Feb. 15.—(Special.)—The record at the County Clerk's office shows that so far, since the state has gone dry, there has been only one express shipment of liquor received through the American Express agency's office with the Portland Railway, Light & Power Company here, and that was for two quarts of whiskey. Since January there have been no arrests for drunkenness or disorderly conduct, or for any other violation of law.

Gresham has been dry ever since January 1, 1914, when it was voted dry at a special municipal election. The election at which the town voted dry was held on December 4, 1913, and the majority was 44 votes, with a total of 420 votes cast—232 for prohibition and 188 against.

## EIGHT 'NAPPING' LOSE JOBS

Southern Pacific Roundhouse Force at Ashland Has Shake-Up.

ASHLAND, Or., Feb. 15.—(Special.)—A shakeup in the Southern Pacific roundhouse force here today threw about eight men out of jobs, mostly on the night shift. The charge was "sleeping on the job" and said to be the second instance of the kind that came to the knowledge of Master Mechanic Small before he took drastic action.

The men involved are Charles Kane, foreman; Walter Keene, night foreman; James Ferguson, inspector of engines; George Cully, machinist; George McNab, boiler-maker; Sam Oskin, boiler-washer; Helper Ramsey and one or two others. Some of the men expect to be taken back. The charge of "sleeping" was a literal one, some of them having been caught napping during night work hours.

## PRINCIPALITIES TO UNITE

Schwarzburg-Sondershausen and Schwarzburg-Rudolstadt Are One.

ERFURT, Prussia, via London, Feb. 15.—The members of the Diet of Schwarzburg-Rudolstadt and Schwarzburg-Sondershausen held a conference today at which a proposal was made to unite the two principalities into a single state. The conference decided the step was advisable and the proposal undoubtedly will be carried out. With the death in 1909 of Prince Charles Guenther, of Schwarzburg-Rudolstadt, without male issue, Prince Guenther Victor of Rudolstadt succeeded to the throne. The union of the principalities will reduce the cost of the administration of the union, which always has been demanded by the people.

## Roseburg Babe Seriously Burned.

ROSEBURG, Or., Feb. 15.—(Special.)—The 3-year-old child of Mr. and Mrs. Charles Davis, of North Roseburg, was seriously burned about the arms and face Sunday when it pulled a vessel of boiling water from the stove. Physicians say the child probably will recover.

## COMMITTEE OF NEWSBOYS WHO HAVE VOLUNTEERED SERVICES TO HELP RAISE VISTA HOUSE BUILDING FUND.



Jack Lakefish Samuel Perlman Sammy Tonkin

## WAR TROPHIES HERE

Unusual Collection Sent From "Somewhere" in France.

## I. LOWENGART IS RECIPIENT

Helmet, Uncouth Knapsack and Shells Picked Up From Fields of Battle After Retreats of German Forces.

Striking trophies of the great drive of the Germans upon Paris in the beginning of the European war and of the fighting in the north of France a year ago are in a collection that has just been received by I. Lowengart, of this city.

The trophies were sent him by a friend from "somewhere in France," that being the nearest the exact location that censors permit to be given in these war times.

One of the finest pieces is the helmet of an officer of the body corps of the Emperor, which was picked up in the woods of Gurie, Argonne, on January 16, 1915. It is a bronze helmet, with a full-spread imperial eagle for a crest.

In the collection is also the "mortarboard" helmet of a Prussian Uhlan, found in Creil, France, after the German retreat from Paris, September 16, 1914, and the heavy helmet of an artilleryman, with the round brass knob on its crest, found in Bixchoote, Belgium, January 16, 1915, after the battle of the Year.

A regulation Prussian private's knapsack, made of oak, and high water-tight with the hair outside, an uncouth, shaggy-looking thing, but admirably fitted for the purpose for which it was intended, is a trophy of the battle of the Marne, where the German advance was effectively stopped. It was picked up at Barcy, France, October 5, 1914.

Two trophies of the famous French "Seventy-fives" are in the outfit. One is a shell encasement from the battle of Giverny, February 3, 1915, and the other is the slender, evil-looking shell of a "Seventy-five," found on the battlefield of La Bassee, January 31, 1915.

## Wise Dog Tells Tragedy.

CLEVELAND, Feb. 11.—Old White Matt, mongrel dog, had a bonnie day of it around the City Foundry Company's plant even if he didn't quite understand why he couldn't go to his master's home as usual.

Matt has been around the plant five years. Often there have been sundry scraps and bones for him from workmen's lunch baskets; now and then a pat, but never such a profusion of scraps and bits as Tuesday brought. The dog late Monday night exhibited a brand of intelligence that in the eyes of the workmen at least, took him out of the mongrel class.

Workmen were eating their mid-night lunch in one of the plant's offices. Matt ran among them whining and crying, sniffing and barking. In the middle of it all an A. D. T. messenger burst into the plant.

"What's the matter with your watchman?" he asked. "He hasn't rung in for three hours."

Watchmen's clocks are connected with the main office of the A. D. T. service.

"Where's Loney Hendricks?" the men asked. "Loney" was the watchman's name. Matt was his dog.

At the sound of the name Loney Matt whined to attract the attention of the men. They followed the dog as he ran back and forth, crying and yelping. He led them to the first floor.

Loney's body lay still and bloody. A bullet in his head had killed him. His own revolver lay near. Suicide was the verdict of the police.

"If that dog could talk, we would know all about it," one patrolman said.

## CHINESE TO GO HOME

Sailor Who Deserted British Ship in 1907 to Be Deported.

## ACCUMULATION IS \$3000

J. Sakayama, Who Left Nissei Maru Recently and Was Captured by Farmer, May Be Sent to His Ship at San Francisco.

Penniless, but with an uncontrollable desire to see America and make his fortune, Fung Yin deserted his berth as second cook aboard the American steamer Lora here in August, 1907, and yesterday was ordered deported to his native land, and his wealth amounts to close to \$3000.

His arrest a few months ago by R. P. Bonham, Deputy United States Immigration Inspector, was kept quiet, and the Government set about locating witnesses who were aboard the Lora when the Chinese was on the crew.

When taken into custody the Chinese had a draft in his possession for \$2000, seven checks, each in the sum of \$70, and a purse jammed with gold and currency. The money, he said, was derived from cooking at various places, and once he admitted, he was employed within two blocks of the immigration station, passing there frequently, but was not recognized in his tatty garb as an "Americanized" Celestial, the Government men thinking of him only as a sailor.

When he was here her master, feeling that the Chinese of the crew were entitled to stretch their legs ashore, filed a bond with the Federal officers for the safe return, and it was not until the last day of the week's visit that Fung Yin turned up missing. The ship was promptly assessed \$500, as is demanded in such cases.

J. Sakayama, a Nipponese who deserted from the Japanese steamer Nissei Maru at Martin's Bluff last week, is a former living near there, may be deported also. The Japanese was brought here yesterday and lodged in the County Jail.

As the Nissei Maru cleared for the West Coast via San Francisco she is expected to be in the latter port by today, and, if possible, the Japanese was to join the ship. Time lost in the river by the vessel because her master refused to load a shipment of powder is said to have cost fully \$5,000, and Sakayama's exploit may add to the expense of her voyage.

## THREE SUE FOR DIVORCES

Clackamas Court to Have Puzzles to Solve for Married Folk.

OREGON CITY, Or., Feb. 15.—(Special.)—May Kramer Nolley today filed a suit in the Clackamas County Circuit Court for divorce against Elster Lyle Nolley, 447 Kingwell avenue, Los Angeles. The defendant is an employee in the Los Angeles fire department, stationed at Third and Hall streets in that city. She says he deserted her.

Joe Proteau says his wife, Marie, rifled his pockets while he was asleep, that on February 16, 1915, she cooked a meal for him and then after the meal was cooked, would not let him eat it and that she would curse him in French.

Johanna T. Smith, in a divorce suit filed today, says her husband, Wells Irving Smith, stopped work when they were married at Vancouver, September 22, 1915, and forced her to support them.

## TIMBER SAVING IS GREAT

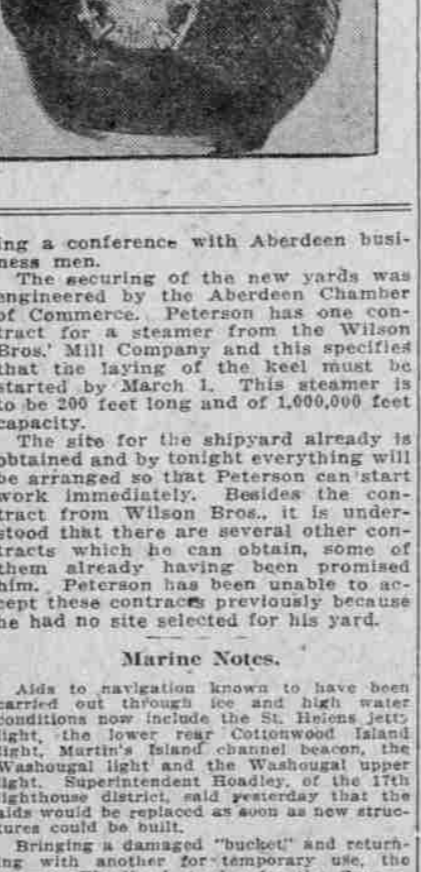
Statistics Show Value of Fire Prevention Methods.

SALEM, Or., Feb. 15.—(Special.)—In the protection of privately owned timber in Oregon statistics given in the reports of State Forester Elliott indicate that great progress has been made in the last six years.

When the new forestry code was enacted, in 1911, and the compulsory fire patrol law, in 1913, a reduction in fire losses throughout the timbered sections at once was effected. In 1910 \$1,640,937 worth of timber was destroyed in Oregon. Last year it totaled only \$933.

The total loss in the five years ending with the close of last year was \$96,620. This is less than one-sixteenth of the loss sustained from fires in 1910, the last year under the old system.

## TROPHIES FROM FRENCH BATTLEFIELDS ARE SENT TO I. LOWENGART, OF PORTLAND.



Left to Right: Helmets—Prussian Artillery Helmet From Battle of Yser, Helmet of Officer of Imperial Bodyguard (German) and Prussian Guard, Knapsack of Prussian Guard, Shell Encasement of 75-Millimeter French Gun and One of the Shells From the La Bassee Battlefield.

of general freight at Couch-street dock. The steamer Wapama is due at the same berth today from the south with 387 tons. The latter is to sail on the return Saturday. The San Jacinto left down yesterday, lumber laden, and the San Ramon was started from St. Helena last night with a full cargo of the material and fair list of passengers.

United States Steamboat Inspectors Edwards and Wynn yesterday investigated the case of the steamer Annie Comings striking the O.W.R. & N. bridge Friday. No action was taken.

Captain Ed Parsons, of the Columbia River Bar Pilots Association, was in the city from the lower river yesterday.

On the "Big Three" liner Bear, due today from California ports, is a cargo of 1800 tons, rated the largest northbound load in four years. In the last 31 cars of California oranges. Passengers aboard number 12.

To taken on fuel the Norwegian steamer Wascana shifts today from Albina dock to the bunkers. The vessel is working grain cargo for the United Kingdom.

For hull work, principally cleaning and painting, the schooner E. H. Jackson will be hauled across today to the Clark Wilson mill, at Linnton, to the Port of Portland drydock at St. Johns. She is to have new foremast, new derrick and other work done as well before getting away with a lumber cargo for Honolulu.

Dropping two knots for 24 hours ending at 8 o'clock yesterday, the Willamette River is to continue to fall rapidly today and slowly tomorrow and Friday.

## MARINE INTELLIGENCE.

Summer Schedule, DUE TO ARRIVE.	
Name.	From.
Roosevelt.	San Diego.
Wapama.	San Francisco.
Bear.	Los Angeles.
Breakwater.	San Diego.
Beaver.	Los Angeles.
Northern Pacific.	San Francisco.

DUE TO DEPART.	
Name.	For.
Roosevelt.	San Diego.
Wapama.	San Francisco.
Bear.	Los Angeles.
Breakwater.	San Diego.
Beaver.	Los Angeles.
Northern Pacific.	San Francisco.

Portland-Astoria Service, DUE TO ARRIVE.	
Name.	From.
Kentuckian.	New York.
Honolulu.	New York.

DUE TO DEPART.	
Name.	For.
Kentuckian.	New York.
Honolulu.	New York.

Marconi Wireless Reports. (All positions reported at 8 P. M., February 15, unless otherwise indicated.)  
San Francisco, Feb. 15, 1916. Honolulu, 183 miles from San Francisco, February 14, 8 P. M.  
Seattle, Feb. 15, 1916. Honolulu, 1405 miles from Cape Hatteras, February 14, 8 P. M.  
Hyades, Honolulu for San Francisco, 905 miles from San Francisco, February 14, 3 P. M.  
Enterprise, San Francisco for Honolulu, 25 miles from San Francisco, February 14, 8 P. M.  
Chandler, Monterey for Eperet, 205 miles from Monterey, February 14, 8 P. M.  
Mann, San Francisco for Honolulu, 23 miles from San Francisco.  
Colgate, Drake, Port Angeles for Richmond, off Port Angeles.  
Herrin, Port Costa for Linnton, 40 miles from Linnton.  
Wapama, San Francisco for Portland, fog-bound off Columbia River.  
Colgate, Seattle for Portland, 129 miles from Portland.  
Herrin, Seattle for Portland, off Cape Hatteras.  
Multnomah, St. Helena for San Francisco, 115 miles south of the Columbia River.  
Spokane, Alaskan port for Seattle, left 11:15 a. m.  
Astoria, Richmond for Portland, bar-bound off Columbia River.  
Perrin, San Francisco for Balboa, at Mazatlan, February 14, 8 P. M.  
San Jose, Balboa for San Francisco, 279 miles south of San Francisco.  
Dorland, San Francisco for Balboa, 1463 miles south of San Francisco.  
Bradford, San Francisco for Talia, 1894 miles south of San Francisco.  
Eureka, Tacoma for Balboa, 50 miles west of San Francisco.  
Centralia, San Francisco for Mazatlan, 70 miles south of San Pedro.  
San Jose, Balboa for San Francisco, 30 miles west of Mazatlan.  
Great Northern, San Pedro for Hilo, 35 miles west of San Francisco.  
Pura, Balboa for San Francisco, 125 miles south of San Francisco.  
Buck, Linnton for San Francisco, 282 miles from Linnton.  
Adeline Smith, San Francisco for Marshfield, 302 miles from San Francisco.  
Beaumont, towing bar, San Francisco for Seattle, 253 miles north of Richmond.  
Bear, San Francisco for Portland, 157 miles south of Columbia River.

## Movements of Vessels.

PORTLAND, Feb. 15.—Arrived—Steamers Johan Poulsen, from San Francisco; W. F. Herrin, from Monterey. Sailed—Steamers San Jacinto, for San Pedro; San Ramon, for San Pedro via San Francisco.  
ASTORIA, Feb. 15.—Arrived—At 3 A. M., steamer Multnomah, from San Francisco and San Pedro. Arrived at 10:45 A. M. and left at 12:25 P. M., steamer W. F. Herrin, from Monterey.  
SAN FRANCISCO, Feb. 15.—Sailed at 9 A. M., schooner Geo. E. Billings, for Portland. February 15.—Sailed at 5 P. M., steamer Bear, from San Pedro, for Portland. Arrived at 10 P. M., steamer Shasta, from Portland.  
COOS BAY, Feb. 15.—Arrived at 6 A. M., steamer E. H. Jackson, from San Francisco and Eureka, for Portland.  
EYOW, Feb. 15.—Arrived—Schooner Forget Home, from Portland.  
MANILA, Feb. 14.—Arrived—Steamer Darian Maru, from San Francisco. Sailed—Steamer Maru, for Manila, via San Francisco.  
SAN PEDRO, Feb. 15.—Arrived—Steamer Maru, from Manila, via San Francisco.  
LYNN, from Bandon; Yellowstone, from Coos Bay; Matamoros, from Honolulu; schooner City of Eureka, from Guam. Sailed—Steamer George H. Billings, for Columbia River; Adeline Smith, for San Francisco.  
SEATTLE, Feb. 15.—Arrived—Steamers Governor, Harry Buckenbach, Hornet, for San Francisco; Multnomah, from San Francisco; Southwest Alaska, Sailed—Steamer Adeline Smith, for San Francisco; Adeline Smith, for Seattle; Maru (Japanese), for Vladivostok.

## ABERDEEN GETS SHIPYARD

San Francisco Man Already Has Contract to Be Filled.

ABERDEEN, Wash., Feb. 15.—(Special.)—A definite decision has been made by the Aberdeen Chamber of Commerce to build a shipyard near the end of the B-street wharf and to have it in operation by March 1 was made last night by Andrew Peters, San Francisco shipbuilder, following a conference with Aberdeen business men.

The securing of the new yards was engineered by the Aberdeen Chamber of Commerce. Peters has one contract for a steamer from the Wilson Bros. Mill Company and this specified that the laying of the keel must be started by March 1. This steamer is to be 200 feet long and of 1,000,000 feet capacity.

The site for the shipyard already is obtained and by tonight everything will be arranged so that Peters can start work immediately. Besides the contract from Wilson Bros., it is understood that there are several other contracts which he can obtain, some of them already having been promised him. Peters has been unable to accept these contracts previously because he had no site selected for his yard.

Marine Notes. Aids to navigation known to have been carried out through the high water conditions now include the St. Helens jetty light, the lower rear Cottonwood Island light, Martin's Island channel buoy, the Washougal light and the Washougal upper light. Superintendent Headley, of the 15th light-house district, said yesterday that the aids would be replaced as soon as new structures could be built.

A damaged "bucket" and returning with another for temporary use, the steamer Woodland, tender for the Government, was in the harbor yesterday. The Monticello is engaged in channel work on the East Fork of Lewis River and she weathered storms and ice conditions and only lost two days during the winter because of high water.

Clearing lumber for San Francisco, the steamer Johan Poulsen was cleared yesterday. She came in yesterday from the Golden Gate and unloaded 375 tons of lumber.

Columbia River Bar Report. NORTH HEAD, Feb. 15.—Condition of the bar at 2 P. M.: Wind down.

Entered at Portland Yesterday. American steamer Johan Poulsen, general cargo, from San Francisco.

Cleared from Portland Yesterday. American steamer Johan Poulsen, 726,000 feet lumber, for San Francisco.

Tides at Astoria Wednesday. High 10:52 A. M., 3.5 feet; 12:34 A. M., 5.4 feet; 1:17 P. M., 0.1 foot.

## BRITAIN GETS ADVICE STOPS ANY COLD IN A FEW HOURS

Religious Revival Is Held War's Only Good.

## CHICAGOAN GIVES VIEWS

One Pastor Says Admiral Beatty's Plea Is Only Solution—Bishop Anderson Favors Plan to Bring About Ultimate Peace.

CHICAGO, Feb. 15.—The possibility of bringing about peace as well as victory by a religious revival, as suggested by Vice-Admiral Sir David Beatty in a letter to the Society for the Propagation of Christian Knowledge, was seen by many Chicago ministers as a new factor in the European struggle.

Admiral Beatty, commander of the British squadron, which defeated the Germans in the North Sea, wrote: "Surely Almighty God does not intend this war to be just a series of frays or a blood-drunk orgy. There must be a purpose in it; improvement must come out of it."

In what direction? France already has shown us the way and has been out of her ruined cities, with a revival of religion that is wonderful. Russia has been welded into a whole, and religion plays a great part.

"When she can look on the future with humbler eyes and a prayer on her lips, then we can begin to count the days toward the end. Your society is helping to this end and so is helping to bring the war to a successful end."

Bishop Anderson Favors It. Bishop Charles P. Anderson, of the Episcopal Church, endorsed the Vice-Admiral's idea.

"Religious inspiration is essential to all successes and a sweeping religious revival would bring a speedy end to the war," he said.

Rabbi Joseph Stolz, of Isaiah (reformed) Temple, declared religion could have prevented the war, and that if the people of Europe had thought of praying before the struggle began, a sweeping religious revival would have made the present state of affairs impossible.

"I am quite sure that God does not want war," he said. "Peace is what he desires on earth."

The Rev. C. J. Quille likewise declared the Admiral's prayer proposal seemed to him the only solution of the war.

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"Pape's Cold Compound" Opens Clogged Nose and Head and Ends Grippe.

Relief comes instantly. A dose taken every two hours until three doses are taken will end grippe misery and break up a severe cold either in the head, chest, body or limbs.

It promptly opens clogged nostrils and air passages in the head, stops nasty discharges or nose running, relieves sick headache, dizziness, feverishness, sore throat, sneezing, soreness and stiffness.

Don't stay stuffed-up. Quit blowing your nose. Ease your throbbing head! Nothing else in the world gives such prompt relief as "Pape's Cold Compound," which costs only 25 cents at any drugstore. It acts without assistance, tastes nice, causes no inconvenience. Be sure you get the genuine—Adv.

the only good that the war may bring and the greatest one."

## DEADLY CRUISER BUILT

Commodore J. A. Pugh Says Ship Will Sink Dreadnaught.

CHICAGO, Feb. 15.—Impelled, he says, by his convictions that preparedness is the imperative National need of the hour, James A. Pugh, formerly commodore of the Chicago Yacht Club, has built a cruiser which, he asserts, will go 50 miles an hour and shiver to atoms any superdreadnaught in the world. Mr. Pugh, who is a wealthy man, and a Republican leader, says the ship has cost him less than \$100,000 to build, and that the United States Government probably can build one even more cheaply.

"I have not built this cruiser to make money," said Mr. Pugh. "But to show what can be done, and to facilitate the carrying out of a preparedness program in one important direction."

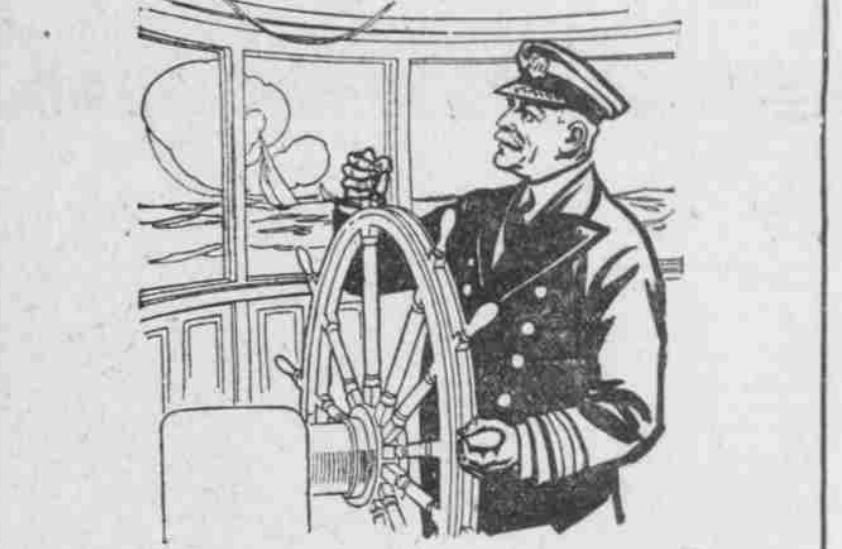
"The Navy Department can build these cruisers just as cheaply as I can, if not more so. In fact, the plans were made in co-operation with Navy Department officials."

"Of course, it will be argued that the torpedo motor ship is a mark. But ten of these cruisers can be built for less than \$1,000,000. Let loose that number at a battleship, darting toward her at almost a mile a minute, and launching torpedoes, and just imagine what chance the battleship would have."

The Pugh cruiser is 75 feet long, and is equipped with one 13-inch disappearing gun and a torpedo.

Its motive power is gasoline and it has a cruising radius of 10,000 miles. It will carry a crew of 10. Its distinctive feature, which makes for speed, is in the conformation of the hull, which is constructed on hydro-aeroplane lines.

This arrangement consists of a series of flat tubes, into which air is pumped. Thus the craft is enabled to run on a cushion of air, and, in almost any sea, to keep on an even keel.



## The Man Who Looks Ahead

Most persons have some goal to which they steer their hopes, but many thoughtlessly unnerve the hand, and dull the brain by faulty living, then wonder why success is not achieved.

Among the everyday habits of life that often upset health is coffee drinking, an ancient and respectable custom, but harmful to many.

The average cup of coffee contains about 2 1/2 grains of caffeine, which, gradually accumulating in the system, often causes nervous prostration, heart trouble, mental depression, etc.

There's an easy way out of coffee troubles—quit the coffee and use

## POSTUM

This pure food-drink is a simple combination of whole wheat roasted with a little wholesome molasses—nothing else. It has a snappy, aromatic flavour similar to coffee but is entirely free from the drug, caffeine, or any other injurious substance.

There are two forms of Postum. The original Postum Cereal must be boiled, 15c and 25c packages; Instant Postum,