

## REMOUNT DEPOT SOLDIERS LEARN HORSE-SHOEING



This photograph shows a class of soldiers of the remount depot, No. 308, stationed at Camp Hancock, Augusta, Ga., learning the not very gentle art of horse-shoeing. These men use the hoofs taken from dead horses to practice on; each man is holding a hoof in his hand. They will soon sail to France to shoe Uncle Sam's horses over there.

## RECALLS FAMOUS RECORDS OF SEA

Shipbuilding Program Renews Interest in the Performances of Old-Time Vessels.

### PROUD OF OUR FAST SHIPS

Clippers That Outailed Steamers Showed Us How to Gain Mastery of the Sea—Some Remarkable Voyages.

Washington. — Much interest has been shown by the public in the United States shipping board's program of building many fast vessels for carrying supplies to France during the war, and to transport freights, mail and passengers as the vanguard of the great merchant marine that is to be maintained when peace returns.

National pride, say shipping experts here, has always found strong expression over the ability of the United States to produce fast ships. It is therefore nothing new for Americans to watch the products of their shipyards with swelling breasts.

Half a century and more ago the whole country took pride in the records of American clipper sailing ships, which led the merchant fleets of the world.

American shipyards then produced vessels which made long voyages at an average speed equal to that of the steamships of their time. The sailing records they established were never equaled by the ships of other nations.

These vessels were the direct product of daring experiments by Yankee builders, who were never content to rest on their laurels, which were many. Each year they excelled their previous efforts, turning out flyers that challenged the attention of the maritime world.

The Flying Cloud. One of the most notable American vessels in the heyday of the clipper ships was the Flying Cloud of Boston, which in 1851 made the run from New York to San Francisco, around Cape Horn, in 89 days, 21 hours, establishing a record that has stood since. On its voyage the ship sailed 374 miles.

### WEIGHING FOOD SCOUTS



"Boys, you look bully!" said Col. Theodore Roosevelt to twenty-four boys of the diet squad of New York Public School No. 42, who are indulging in an extra meal each day in an effort to gain weight. The youngsters like their job, that of eating the specially prepared meals of the food experts. The kiddies are being weighed after their first week's diet; in another month they will change from the lightweight class to the heavyweight class. The colonel is showing the keenest interest in the weighing of each member of the diet squad.

### FATHER IS WILLING TO SACRIFICE HIS FIVE SONS

Washington. — When George Walter Plants of draft age, presented himself before the exemption board with his father it was known that he had two brothers already in the service. "No, sir," replied Plants Senior when asked if he wanted exemption for the third son. "I have two boys in the army and I am willing not only to send George into the service, but have two more boys at home you can have if you need them."

In a single day, which exceeded by 42 miles the best day's run made by a steamship up to that time.

In 26 consecutive days, on this voyage, the Flying Cloud sailed 5,912 miles, an average of 227 miles a day, or 9 1/4 miles an hour. For four days, when she made her best speed, she averaged 314 miles a day, or 12 1/4 knots an hour.

The ship's exploit was celebrated in San Francisco with rejoicing, and the news of it gave pleasure to every American who heard of it.

The next year the ship Sovereign of the Seas—from the yard of the same builder, Donald McKay of East Boston—in the course of a voyage from Honolulu to New York excelled some of the daily runs of the Flying Cloud.

In four days in the South Pacific she logged 1,478 miles, an average of 378 miles a day, or 15 1/4 miles an hour. In 11 days, between March 10 and 21, she logged 3,562 miles, a daily average of 320 miles, and an hourly average of 13 1/4 miles. At times she sailed at a speed of 19 miles an hour, which few freight-carrying steamers today can attain. Her best day's run was 424 miles, and showed an average speed of 17 2/3 miles an hour for 24 hours.

The Sovereign of the Seas also had the distinction of having beaten a steamer on five continuous days of sailing, while on the passage from New York to Liverpool in 1853, and also of making the unique run of seven days from land to land, having sighted Cape Race, Newfoundland, at 6 a. m. June 24 and Cape Clear, Ireland, at 6 a. m. June 30.

Her best day's run was 344 miles on June 28. In five days, June 25-30, the ship outailed the Cunard liner Canada, which was making the eastward passage from Boston to Liverpool, a total of 325 miles. The best day's run of the Canada was 306 miles.

Greatest Day's Run. The greatest day's run ever made by a vessel under sail was accomplished by another ship of Donald McKay's build, the Lightning, on her maiden voyage, from Boston to Liverpool, in 1854.

On the first day of March, when approaching and rounding the north of Ireland, in a strong gale from the south, the ship logged 18 1/2 miles an hour. Her lee rail was under water and her jib and fore-topsail, new, strong sails, were blown in shreds from their bolt ropes. Such an exhibition of sail-carrying rarely has been recorded as that on the Lightning that day; and it was done prayerfully, for her master, Captain Forbes, was a strong churchman.

At the end of the 24 hours the ship's log showed that she had made a day's run with parallel, of 436 sea miles, or more than 500 land miles. This entitled the Lightning to the proud distinction of being the fastest ship that ever sailed the seas. There was no steamship of her day that could approach her record for a day's mileage by 100 miles, and 25 years passed before a steamer was produced, the Arizona, then rated as an ocean greyhound, that equaled her maximum speed per hour.

Best remembered today of the American clipper ships is the Dreadnought. She was a packet ship, running on a regular schedule with passengers between New York and Liverpool. There is a tradition that in 1859 she created a record of 9 days 17 hours from Sandy Hook to Queenstown, but the story has been decided to be mythical.

The Dreadnought made many fast passages, however, in the total of seventy to eighty credited to her. On several occasions she maintained a uniform speed of 9 1/4 miles an hour from shore to shore. Her best eastward voyage was 13 days 8 hours from port to port, and her average speed for Atlantic voyages was higher, probably, than that of any other sailing ship.

The record of a clipper ship for crossing the Atlantic belongs, however, to the Red Jacket of New York, which crossed in 1854 from Sandy Hook to the entrance of the River Mersey in 13 days and 1 hour. The best passage in the opposite direction was made in 1850 by the ship Andrew Jackson, 15 days from the Mersey to New York.

### GIVES HAIR FOR COUNTRY



Samson listened to a woman, cut off his hair, and lost, literally, the sinews of war. Now cometh a modern woman, harking to the call of Uncle Sam's sons, and cutteth off her hair to provide said sinews. History simply sets new music to old words or vice versa. The photograph shows Florence Mansfield, Boston's patriotic daughter, ready to snip off her lovely hair to provide material for rope to be used in the making of a submarine tiller. Her patriotic impulse was original, springing from the need of rope in the navy as outlined to her by friends in the United States Marine corps. She has very long tresses, and she can amply spare some. She believes every girl in the country ought to sacrifice a lock of hair. She believes there is another use for hair more important than wearing it herself—that is for one of our fighting men to wear it, in a wrist-band or ring. Then, when our boys get real lonesome "over there" all they have to do is to take one long, lingering look at that strand of hair, and, as they gaze, the winsome face of the girl back home will rise before them, and all will be right again! Now, how about it girls? Who will volunteer for such a worthy cause?

### SMALL BOY KNITS SWEATER

Ten-Year-Old Youth Gets Yarn From Red Cross and Turns in Finished Garment.

Chicago.—A "Sammy," "somewhere in the United States" or "somewhere in France," is today wearing a nice warm knitted sweater and in all probability dreaming of a beautiful girl "somewhere in the United States," who knitted the sweater.

Clifford Hammerberg, ten-year-old schoolboy, was anxious to help the boys fighting for Uncle Sam, went to the Red Cross headquarters, obtained some yarn and went home and knitted the sweater. It was returned to the Red Cross and sent out with other sweaters for boys in the service.

### NEW USE FOR PERISCOPE

Pennsylvania Man Installs One in His Chimney to Spot Approaching Street Car.

Knoxville, Pa.—Albert R. Ballard has invented and installed a periscope in the chimney of his home. When ready to travel Ballard sits in his dining room with his eye at the periscope. When the periscope shows a car speeding over a nearby hill Ballard dons coat and hat, strolls to the corner and meets the car just as it arrives.

## WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

### COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest and Other Things Worth Knowing.

There are numerous indications in Germany of a systematic campaign to promote a new general strike, says a Berlin dispatch.

Vernon Booth, of Chicago, of the Lafayette Flying Corps, in France, brought down a German airplane in a fight several miles inside the German lines Monday.

Nelson Morris, of Chicago, chairman of the board of Morris & Co., packers, 26 years old and unmarried, has asked exemption or deferred classification of appeal board No 1.

The Carnegie Corporation has presented McGill University, at Montreal, with \$1,000,000 in recognition of the institution's devoted service and sacrifice toward Canada's part in the war.

The American and Japanese embassies and the Chinese, Siamese and Brazilian legations are leaving Petrograd for Vyatka, or Volnoga. If necessary they will go to Vladivostok.

Walter Best, of Fairfax, S. C., a negro, was taken from the sheriff and two deputies by a mob and hanged to a tree by the roadside, a short time after he had killed William Weston, a young white man.

A loyalty resolution including an amendment condemning Senator La Follette for his attitude toward the war was adopted by the Wisconsin state senate late Tuesday night by a vote of 26 to 3. The resolution will now go to the lower house.

Alleged to be an agent in the United States for German interests which have been seeking to corner the world's wool market, Eugene Schwerdt, a wealthy wool merchant of New York and Boston, was arrested Tuesday as an enemy alien and will be interned.

The navy's appeal for "eyes" for the watch officers has brought more than 20,000 binoculars, spy glasses, telescopes, sextants and chronometers, Assistant Secretary Roosevelt stated Tuesday. One day's receipts amounted to 3000. However, more will be needed.

The former Austrian steamer Lucia, equipped with a new "non-sinkable" system, has sailed from a Gulf port with a cargo. The steamer is equipped with more than 12,000 air and water-tight cells, which the inventor claims will keep the vessel afloat even should she be torpedoed.

Meeting at the call of the government, representatives of capital and labor began conferences in Washington Monday to reach an agreement designed to prevent strikes and to assure a maximum production during the war of materials necessary to maintain the American armies in France.

John Purroy Mitchell, ex-mayor of New York, now a major in the aviation section, Signal Officers' Reserve Corps, arrived in San Diego, Cal., Monday with Mrs. Mitchell. Major Mitchell came on orders of the War department to report for flight duty to qualify as reserve military aviator.

One hundred and fifty-seven soldiers—mostly Germans and Austrians—have been taken from the troops at Camp Greene, Charlotte, N. C. Some will be interned and others assigned to troops which will not have service overseas. Some are old men in the service and others recent volunteers. They come from almost every state.

A site at Sacramento, Cal., has been approved by the War department for an army aviation school.

English naval airmen continued to bombard docks, airdromes and other targets in Belgium, and have accounted for four German airplanes, the admiralty announced Thursday.

Miss Martha Van Rensselaer, of the department of home economics, New York College of Agriculture, Cornell University, has been appointed head of the division of home conservation of the United States Food administration.

A German guardship stationed in the Baltic near Langeland Island (north of Kiel bay) has been damaged striking a German mine, according to a dispatch from Copenhagen. About 20 men are supposed to have been killed.

An agreement for revision of the two most important provisions of the bill for a war finance corporation to aid in the financing of war and contributory industries was reached late Thursday by Secretary McAdoo and the senate finance committee.

The Austrian premier, Dr. von Seydler, speaking in the reichsrath Wednesday, entered into a long defense of the original treaty of peace with Ukraine and announced a subsequent treaty appointing a commission to define the frontiers of Ukraine and Chelm.

## PETROGRAD MENACED

Germans Advance Regardless of Peace Agreement—Citizens Ordered to Dig Trenches for Defense.

Petrograd — Blaring sirens awoke sleeping Petrograd Tuesday evening, signifying to the inhabitants that the Germans had entered Pskov. The blasts of the whistles also served as a summons to begin digging trenches for the defense of the capital.

The district soldiers' and workmen's councils of Petrograd were informed over the telephone at midnight that small German detachments had taken possession of Pskov and were moving toward Petrograd.

A general mobilization of the workmen who are supporting the councils was ordered, everyone being directed to report to the Semolny Institute, the Bolshevik headquarters. Motor cars were requisitioned and the tramcars were kept running all night, filled with soldiers and members of the Red Guard, who were dispatched to the various railroad stations.

Petrograd—An official proclamation issued Wednesday, calling upon the people to defend the capital, says:

"In spite of the fact that the government has accepted the peace conditions imposed by the German and Austrian governments, the imperialist assassins are, nevertheless, continuing their monstrous advance into the interior of Russia.

"The cursed minions of William and the German Kaledines, together with the White Guards, are advancing against and shooting the soviets, reconstituting the power of the landlords, bankers and capitalists and preparing for the restoration of the monarchy.

"The revolution is in peril. A mortal blow will be struck against Red Petrograd. If you workers, soldiers and peasants wish to retain power and the power of the soviets you must fight these hordes, who now are seeking to devour you to your last gasp.

"The decisive hour has struck. Workers and all oppressed men and women, you must swell the ranks of the Red battalions. To arms, all of you! That the struggle may only cease with your last breath."

### THREE AMERICANS GASSED

Sammies Do Effective Work Against Enemy—Take Many Prisoners.

With the American Army in France—Three American soldiers were killed and nine badly "gassed" in two formidable gas attacks made by the Germans on the American positions in the Toul sector early Wednesday morning with projectors.

The enemy also heavily bombarded the American batteries with gas shells, but without results.

Only the excellent preparatory training in quickness by the American troops prevented the projector attacks, the first experienced by them, from causing more casualties.

The attacks were made within 10 minutes of each other and were directed at a certain wood. Seventy five eight-inch shells of 80 per cent gas and 20 per cent high explosive shells were fired by German minenwerfer. The flight of the projectiles was traced through the air, the gas shells bursting in the air and the high explosive denoting when they came in contact with the earth. Large fragments of shells flew from both missiles.

The gas caught some of the men before they were able to adjust their masks and overcome others while they were asleep in dugouts.

### Germans Lose 75 Planes.

London—Seventy-five enemy aircraft were brought down by the Royal Flying corps on the western front from February 1 to 22, according to an announcement by the British air ministry. During the same period 39 enemy aircraft were driven down out of control and six were brought down by anti-aircraft defenses. Against these 120 machines of the enemy, says the statement, 28 of the allies are missing. On the Italian front, since the arrival of the British airmen to the present time, 58 planes have been destroyed.

### Tremor Felt in Montana.

Bismark, N. D.—The Northern Pacific operator at Glendive, Mont., Tuesday evening reported a violent earthquake of three seconds' duration. Large buildings quivered, he said. "Weather Observer O. W. Roberts here is inclined to believe the quake was caused by the breaking up of huge masses of ice in the Yellowstone river. The shock, he reports, is frequently of sufficient severity to cause quakes extending over a limited territory.

### New Serum is Discovered.

Paris—Professor M. A. Vincent, of the Academy of Medicine, who became widely known through the discovery of a serum for the treatment of typhoid fever, almost eradicating the disease in the French army, announces he has found a curative and preventive for Malta fever. This fever is a type of malaria prevalent in South Africa and along the Mediterranean.

### Corn Trading is Halted.

Chicago — The Chicago Board of Trade late Wednesday afternoon stopped all trade in corn for delivery in store by grade alone in Chicago in the month of February. The settlement price for this delivery was set at \$1.28.

## U. S. COMMANDEERS NORTHWEST SPRUCE

Camps and Mills Go On 8-Hour Day Basis March 1.

### DISQUE TELLS PLANS

Oregon and Washington Are Affected by Order, Operators Are Told—Patriotic Support Promised.

Absolute control of the spruce industry of the states of Oregon and Washington has been taken over by the government. March 1 the logging camps and all the lumber mills of the states—fir, spruce and all other—went on a basic eight-hour day, presaging a government move to take absolute control of the entire lumber industry of the two states.

Announcement of the basic eight-hour day was made in Portland Wednesday simultaneously with the decision by the War department, announced from Washington, that the government had commandeered the spruce industry of the two Pacific Northwest states.

This announcement was made by Colonel Brice P. Disque, commanding the spruce production division of the Signal Corps, United States Army, to approximately 200 members of the Lumbermen's Protective Association, comprising operators and millmen of Oregon and Washington, following an all-day executive conference.

Direct from the shadow of the White House, Colonel Disque, who returned from Washington recently, made this announcement, which hitherto might have been considered revolutionary, and men who for years have even fought the mention of an eight-hour day applauded vociferously.

Patriotism marked the progress of the meeting and the startling announcement from Colonel Disque was received with enthusiasm. A number of the operators declared they would willingly turn their business over to the government, or would operate their properties on any basis whatever as long as the war lasted.

"I am not in a position to give any reason for this announcement," said Col. Disque, following the conference.

Resolutions were adopted by the lumbermen expressing absolute confidence in Colonel Disque and in any action the government might take.

At the conclusion of the conference shortly before midnight, Colonel Disque announced that a meeting of the workers in the logging camps and the lumber mills would be held in Portland early next week.

At this meeting he will present the problems of production and other details in connection with the work of fulfilling the government's aircraft requirements. A thorough discussion of various problems between the representative of the War department and the workers will be taken up at this time.

Colonel Disque declared that his action in establishing a basic eight-hour day was impelled largely through a desire to show the members of the Loyal Legion of Loggers and Lumbermen the government's appreciation of their loyalty and patriotic endeavor in the production of aircraft material.

### MAY HAVE TO FIGHT ALONE

Kaiser Balked by Austria in East—Turkey and Bulgaria Restive.

Washington, D. C. — Further evidence of the growing strain in relations between Germany and Austria over the refusal of the latter to participate in the renewed attack upon Russia is given in an official dispatch received here Thursday from France. It quotes the Austrian premier as formally reiterating on February 22 that Austria-Hungary would take no part in military action against Russia or Roumania and would not send her troops into Ukraine.

The fact is strongly indicated that the kaiser's other allies, Bulgaria and Turkey, may adopt the Russian policy of Austria and leave Germany to proceed alone and unsupported in her invasion of Russia.

### Flyers Need More Room.

Washington, D. C. — Immediate steps to reduce the number of collisions by student aviators by spreading out the training areas are about to be taken by the War department. It is planned to lay out flying fields in various directions from the training camps to which the student aviators will fly each day in a regular schedule. It is believed this will prevent crowding in the air. All things taken into consideration, however, War department officials feel that the number of accidents has not been unduly large.

### Mexican Trade Promised.

St. Louis — Plans to take over the hardware trade with Mexico, which, before the European war, was almost entirely in German hands, have been made by St. Louis firms, it is announced by Paul V. Bunn, secretary of the St. Louis chamber of commerce. Four wealthy residents of Monterey, Mexico, visited St. Louis recently, said Mr. Bunn, and stated that a large corporation to control the hardware trade would be formed at Monterey.