

The Herald

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The Last Stand of the Liquor Forces

Every intelligent, observing person now knows that the last stand of the liquor forces will be in the United States Senate. The House of Representatives is closer to the people. The brewers and saloon keepers were astonished at the vote in the House, during the last Congress, on the national prohibition amendment. It is almost safe to say that the next House of Representatives will cast the necessary vote for the submission of the amendment.

But the great fight will come in the United States Senate. This body has always been much closer to the great moneyed forces of the nation than the House. The brewers have millions of money, and still wield tremendous influence in many of the states. They are intently at work everywhere that they may keep the United States Senate "wet." It is doubtless at the present time a "wet body." A constitutional amendment for national prohibition could not secure even a majority in the Senate. Of course it goes without saying that the present Senators from Missouri would vote against such an amendment. This is most emphatically true of the junior Senator from this state. He has always openly announced his intense opposition to prohibition.

The moral temperance forces of the United States are foolish if they do not begin at once a fight for the control of the United States Senate. Even if they should gain everything else and the Senate remain "wet," the battle is lost. It should be remembered too that it will require time to change the complexion of the Senate. A U. S. Senator holds his term for six years, and it follows that only once in six years can the temperance forces substitute a temperance Senator for a Senator who advocates the saloon.

It is gratifying to know that throughout the union everywhere temperance forces are inaugurating a fight to obtain control of the U. S. Senate. Victory will yet come.—The Citizen.

Relic Discovered Believed to Have Been in Heart of Louisiana or Arkansas Tree for 1,580 Years. It Is the Point of Ancient Halberd

Was America inhabited as early as the third century by a strange race which knew the use of steel weapons?

Or did the savage tribes which lived here centuries before the arrival of Columbus have a knowledge of aviation?

One of these strange surmises may be true is indicated by a

discovery by A. S. Barry of the Perfect Creosoting and Oil company a few days ago.

Mr. Barry has found a wooden paving block having imbedded in its heart a steel point of a halberd, which, archaeologists compute, must have been put there about 1,600 years ago. And at that time the Spaniards had not set foot in America and the Aztecs, even if here, did not know the use of iron. Hence the possibility of the existence of a strange race.

The block, which is on exhibit in The Post window, shows from its concentric rings that it must have come from a tree which was 1620 years old when felled.

The block is of southern pine, a product of Louisiana and Arkansas where timber reaches huge dimensions.

The halberd point, which is near the heart of the tree, looks as though it were a surface penetration. The rings show the timber was not more than eight inches in diameter when the point pierced or about forty years old at the time. Hence, the halberd point, if a surface penetration, was put into the tree at least 1,580 years ago.

If the weapon was not a surface penetration, the only explanation for its presence in the tree is that it was discharged from above.

If the weapon was propelled by muscular force alone, it undoubtedly was a surface penetration, because such force could not have driven it far into the heart of the tree. If explosives were used it may have been driven in later, after the tree had attained a greater age than 40 years. The halberd as a weapon of warfare has been out of use since 1600.—Kansas City Post, Oct 18, 1915.

A German on Permanent Fortifications

Although the war is still in progress, German military men are beginning to write illuminating articles, in which are embodied the vital lessons of the war. Of such a character is a paper by "Frobenius" on "The Fortress in Present War," published in Kriegstechnische Zeitschrift and republished in the International Military Digest Quarterly. From this writer we learn that at Namur the Germans brought up thirty-two modern siege pieces, which were placed in two groups, at about three miles from the Belgian line. These, we are told, hammered away at a single section of the defenses and were themselves well out of the way of the heaviest Belgian ordnance. The garrison clung to the trenches for protection without being able to answer the fire. It is an actual fact, we are told, that Fort Maizeret fired only ten rounds; whereas, it was itself struck by 1,200 shells, fired at the rate of twenty a minute. Little wonder it is that the fort succumbed. According to this authority, the two all-important phases in the defense of a fortified place will be: First, the checking of the enemy's advance at a point well outside of effective range of his artillery, and, second, minimizing the target offered by the permanent works. The first condition can

be brought about by an unusually spirited action on the part of the garrison, well in advance of the main line, this being supplemented by the fire from the fort's long-range guns. It is admitted that, when it comes to size and weight of guns, the fortress has the advantage, since it can be fitted out with ordnance, the like of which no army can ever hope to bring into the field.

It is considered that the reinforcement of old work with concrete and armor is a hopeless task, the solution lying in another direction. "Frobenius" would cut down the size of the structures, utilize natural features of the terrain, and distribute the elements of defense over a larger area. Concealment must be sought at any price. Hitherto the only fort that has held out has done so by acting in conjunction with a strong mobile force. Brailmont, we are told, stands to-day discredited. His idea of concentration of strength in single works has proved to be a failure. In the future the post must be fought in close co-operation with its reserves, consisting of a mobile body of troops placed outside of and well beyond the line.

On the other hand, "C." writing in the same journal, believes that the modern fortress will form a staunch bulwark of defense of the country attacked.—Scientific American.

Dismantled Car Bodies for School Houses

Bunkhouses or dismantled car bodies are being used for school house purposes on the Southern California and Arizona desert territory through which the Southern Pacific passes. As a result, the company is, and has been able for some time, to provide school privileges for every child of school age on the desert, regardless of their race or position. In most of the desert country, the railroad depends almost entirely upon Mexican labor for track forces, and the educational privileges are being eagerly taken advantage of by the Mexican children.

Before the Southern Pacific took an active interest in the welfare of its men in the cactus country, because of sparse population and isolation there were no school facilities on many of the sections and there were not enough residents in the communities to make it possible to obtain funds to put up suitable buildings. To send the children to distant towns to school was out of the question, so that until Assistant General Manager H. V. Platt and Superintendents W. H. Whalen and T. H. Williams took the matter in hand, a job on the desert had a disadvantage to the employe with a family, a disadvantage that, happily, does not now exist. On the Tucson Division at Mohawk, for instance, the company recently put up a tie house for a school and it is one of the best patronized by Mexican children. At other points on the division, the company is furnishing drinking water to nearby public schools. In other ways it is aiming to encourage educational opportunities. For example, the Los Angeles Division might be said to be divided into two sections—desert and inside. When a man has worked on the desert for some time and his children get to be of school age, the railroad endeavors to transfer him to an inside point where his children may have the advantages of an education.

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