COAST GUARDS RESCUE CREW OF STRANDED STEAMER

e United States shipping board's vessel, Lake Duvat, ashore off Southampton, L. I. The photograph shows guards attending the breeches buoy by which the crew were rescued. Owing to the heavy seas efforts to boat to the stranded steamer were unavailing, and finally a line was shot to her deck and the breeches buoy up. Everyone aboard was landed safely.

Holland Will Honor Pilgrims

ntenary of Their Sailing From That Country to Be Observed.

ICAN CITIZENS INVITED

uished Committee Is Making rations for Exercises in September—English Celebration Will Follow That of Holland.

York.—A distinguished com- has been formed in the Neth- for the observance of the ter- ry of the sailing of the Pilgrim . It includes several ministers , an ex-premier, the chief Bur- ers and the leading governors vinces, writes Rev. J. Irvin in the New York World. The ities are well represented on ially that of Leyden, as is —and the historians are well to e. Dr. Henry Van Dyke of on and Dr. J. Rendel Harris of ester are members from Amer- d England respectively, as are t Bryce, the great exponent of an institutions in Europe, and eny, the Dutch statesman, who ago was summoned to become the MacKay estates in Great

Plan Is Outlined.

representative committee of ment has already done much, outlined the plan of their meet- r the celebrations and congress. "Congress" is the learned part festival and will be held chiefly Leyden university, where the ly side of Pilgrim history will sidered. This will be of much popular interest than such ic gatherings usually are, see- t many striking facts in con- with Pilgrim history have re- been unearthed from the Ley- chives. Some of these are of us and heroic character; oth- ve their amusing side. The meetings of the congress will be either in the cathedral (the Pieters-kerk or St. Peter's church) or in the great auditorium of the university. There some of the foremost orators of America and of Holland are expected to speak. Proceedings will be partly in English (which all educated Hollanders understand) and partly in Dutch.

After two days in Leyden the congress will move to Amsterdam, where a truly regal reception awaits them. They will visit the state picture gallery under distinguished guidance and take part in religious services in the ancient Bagynekerk (the English Reformed church), where the remnant of the Pilgrim community (those that remained on in Amsterdam in 1620) finally sought church membership.

On the Pilgrims' Trail.

On Thursday, September 2, it is proposed that American members of the congress be carried by canal boats from Leyden to Delfshaven—or at least a part of that way—along the exact route traversed on July 31, 1620, by the earliest group of Pilgrims that sought a home in New England. On arriving at Rotterdam (of which Delfshaven is now an integral part) the visitors will be taken by some large and commodious vessel around the harbors, luncheon will be served on board and afterward dinner. During the interval a service will be conducted in the venerable Dutch church of Delfshaven, and a popular concert of American and Dutch sacred music will be given in the cathedral of St. Lawrence. This edifice, recently restored, is one of the most stately and impressive in the Netherlands. It is replete with historic mementoes, and as it seats some five thousand hearers one may judge what impression this function may make both on American and Dutch delegates. It will be the crowning event in this series. On the preceding Sundays devotional services have been arranged to be addressed by eminent American pastors in the ancient Scots' church of Rotterdam—the church of the exiled Covenanters banished by Charles II—and in the still more venerable English reformed church in the Bagynhof, Amsterdam. The latter is associated not only with Pilgrim history but with the curious and heroic stories of the Reformed Church of America and the Reformed Church in the United States. It is expected that one of the events of the Amsterdam visit will be the unveiling of memorial windows.

No doubt also the plan to have a fitting memorial erected in memory of the Pilgrims at Delfshaven will be carried out. We can scarcely exaggerate what America, and indeed the world, owes to Holland. And that debt is due to Holland not merely through the Pilgrims but through the Dutch influence in New York and through the influence of the Reformed Church in the United States still further south. But the main subject of this sympathetic Dutch celebration will be the Pilgrims' heritage—and that is a marvelous one. The Pilgrims loved liberty before they sought refuge in Holland; but in Holland they had their love of liberty immeasurably deepened and intensified. They learned tolerance (as the most tolerant nation then existing understood it); they learned representative government, freedom of press, personal care and concern for the poor, and such practical concerns as the keeping of archives, the documenting of titles and deeds. And it must not be forgotten that the twelve years that the Pilgrims spent in the "Federation of States" now called Holland taught them to analyze and think out the problems of states' rights and federal government. Truly Holland was the nursing mother of the noble band that afterward founded New England, as she was the direct mother of so much that was at first directly and exclusively Dutch in the great commonwealth.

All Americans Invited.

All this and many new and fresh aspects of the old questions will be presented at the congress by the best minds of America—divines and lawyers—and by the best thinkers of Holland, the trained sons of her ancient schools of learning.

The English celebrations begin at the conclusion of the Dutch congress and last a week. They will be held in part at Southampton and Plymouth and in part at Scrooby, the cradle of the Pilgrim community. Thus the two series of meetings are closely co-ordinated.

No event in the memory of the present generation, it is thought, will so move Holland as this historic festival. While it is in the main and primarily, religious, it appeals to the imagination of all readers of history and all who know what the Pilgrims stood for. All American citizens who are in sympathy with these principles are cordially invited to be present. The speakers and the delegates will be the special guests of the Leyden commission at the houses of private citizens, and they will be received with enthusiasm and their visit held in high honor. It might be well for intending visitors to the congress to write at once to the office of the "Holland Commission on Pilgrim Fathers," Heerenstraat, 45, Leyden, Holland.

Amsterdam was the great missionary centre for the world from the year 1650 for a century onward. It planted and kept vigorously alive the Dutch Church of America, and it subsequently fostered the Reformed Church in the United States by supplying the ordinances of religion, training her ministers, supporting her by handsome gifts. All this will be, and ought to be, borne in mind when Amsterdam asks memorial windows to be placed in the Bagynhof church in memory of the Pilgrims and as a token of appreciation from those Reformed churches of America that are indebted for their very existence to the munificence and sympathy of ancient Amsterdam.

Rotterdam's Special Claim.

But it is Rotterdam that needs the more distinctive memorial of the present hour. For Delfshaven, the classic spot from which the Speedwell started, is now the most flourishing part of the Rotterdam port; and in Rotterdam within the next few years there will be an enormously increased percentage of American vessels. The present trying condition of affairs has only to right itself to a small degree and that Dutch port will be filled with American shipping. For years America must feed Europe, and the vast commercial relations which this will bring about will remain for generations and grow, long after the initial necessities of the situation have passed away. For the American sailor in Rotterdam there must be a Sailors' Rest, with modern equipment. It is proposed to call it the Pilgrims' Rest. "Speedwell."

This will be the most worthy memorial that America can raise. It will keep alive the story of the Pilgrims; show how the great republic appreciates all that Holland has done; and it will provide for the social and spiritual well-being of America's young sailors, giving them a home and safeguarding them amid the allurements and perils of a foreign port. If the Pilgrims could come back to Delfshaven and look around them, if they could be interrogated this tercentenary year on what they might consider their most fitting memorial, it is safe to conjecture that they would say, "Build a house of rest and of prayer for our own children, the seafarers from the West, who throng the streets of this Dutch city without knowing the ways of its people, without speaking its tongue." It is not certain they would say, "Build the tombs of the prophets if you will but remember the needs of the living too. This ought ye to have done, and not leave the other undone." The erection of a Pilgrims' Rest at Delfshaven will be a work of piety, philanthropy and gratitude.

Women to Work on Farms.

Hazleton, Pa.—Details of a plan to furnish woman labor for farmers of the Lehigh field next spring and summer were made public the other day by the Chamber of Commerce, which offers to supply the workers at $15 a week or $50 a month, provided a minimum of ten will be taken by the rural dwellers for not less than a month. The farm hands are to come from Philadelphia.

MISS HYLDA LEWIS

Hylda Lewis, reputed to be the ressed woman in England, pho- ed one morning recently while a constitutional in Hyde Park, .

Underground Railroad and Useless Caucus Room, Two Extravagances at Capitol.

One of the curiosities of the capitol is the miniature railroad that connects the senate, via underground passage, with the senate office building, relates a Washington correspondent. The cars of this railroad operate on a monorail by electricity.

The road is about 150 yards in length and has a double track. When one car is at one end of the track the other car is at the other end, and vice versa. The railroad was intended originally to aid senators in making speed from their offices to the senate chamber. Roll calls do not require much time in the senate and there is danger that if a roll call is asked when a senator is in his office he will miss the roll call unless he uses the electric car. That saves him about ten or fifteen seconds' time.

The road is open to the public and it costs nothing to ride. As a consequence messenger boys, clerks and janitors use the railroad freely, while senators, except on days when the weather is inclement, prefer to walk in the open air between their offices and the senate chamber.

Besides the initial equipment, the road entails an expense of about $50 weekly for the employ of two operators and probably half that amount for electricity. This would make a yearly expense of $3,900 as a very conservative estimate. As a matter of fact the railroad probably costs more like $6,000 or $7,000 a year.

The senate has another extravagance that is almost an eyesore. This is the palatial caucus room that cost no one knows how many thousands of dollars when the senate office building was constructed. The room is finished throughout in marble and has immense crystal chandeliers. It has the largest seating capacity of any room in the capitol except the hall of the house and the senate chamber.

Yet the acoustic properties of the room are so bad that it is never used, and it stands there as an expensive monument to some one's mistake in planning the senate office building. Of course a person would ordinarily pay no attention to such a thing as bad acoustic properties, but in this room it cannot help but be noticed.

HUMOROUS

Those Amateur Musicians.

"Professor, how is my little daughter?"

"Fine, Mr. Sprechelnitz; she can play the scale without sticking out her tongue."

Different.

Mab — I hear that you are going to marry Jack Swift. Congratulations.

Ethel—But I'm not going to marry him.

Mab—Oh, then, my sincere congratulations.

Its Class.

"That rare feat you mention is a paradoxical one."

"In what way?"

"It is also well done."

Murphy's Odd Idea.

An officer on board a warship was drilling his men.

"I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now commence."

After a short effort one of the men stopped.

"Why have you stopped, Murphy?" asked the officer.

"If ye plaze, sir," was the answer, "Oi'm coasting."

A Successful Student.

"Will you give me a crust of bread an' a cup of water, mum?"

"Certainly, I'll fix you up a nice lunch. But why didn't you ask for something substantial?"

"I'm a student of human nature. It's mighty seldom I strikes anybody what's mean enough to give me just a crust an' a cup of water."

No Self-Healer.

"What has become of that hypnotist?"

"Had to quit hypnotizing. Putting people to sleep wore down his nerves and gave him insomnia."

Law Forbids Hoarding.

Persons who have sought to excuse their violations of rules and regulations of the United States food administration on the assertion that "there is no law requiring it," are warned that there is a law governing such cases. According to the law, persons who willfully hoard any necessaries shall, upon conviction, be fined not exceeding $5,000 or be imprisoned for not more than two years, or both. The statute sets out just what "hoarding" is and includes, not only the act of hoarding, but the withholding of necessaries to gain a higher price for them. Hoarders will be prosecuted in the federal courts.

BRANDS AND STANDARDS TEND TO DEVELOP BETTER FOREIGN AND DOMESTIC MARKETS

Inspecting Butter Preparatory to Shipping It to a Foreign Market. Other Things Being Equal, Inspected Products Are Counted More Desirable Than Those Not Inspected.

(Prepared by the United States Department of Agriculture.)

There may be nothing in a name, but there is a lot in a brand, especially in the export trade. Practically all export business of food products is handled on a basis of branded goods. To a much greater extent than the American producer realizes foreign buyers make use of brands in purchasing products by cable, and importers in foreign lands depend upon brands in judging the quality of the products they handle.

There are three ways of buying goods for export. One way is by the use of samples of standard products, another by orders, often cabled, giving instructions to agents to buy specified quantities of certain branded products; the third method, by far the least used, is for an importer to visit foreign countries in person and select products wanted.

Advantages of Brands.

In the United States the use of standard and of many copyrighted brands on domestic products has helped sell goods of various kinds and trade-marked goods of quality have enjoyed wider distribution than nonstandard, unbranded products. Many concerns that have not developed any export business own copyrighted trademarks on products sold in home markets which they value among the chief assets of their business.

Of course it is not enough merely to use brands, but their use today is coming more and more to be backed up by quality in the goods so labeled. Especially is this true where products are widely advertised. There are some commodities for which a brand is in itself an advertisement and when this brand becomes known among buyers as a guaranty of quality or grade, it serves to expedite the sale of the product.

Take butter, for example, of which the United States exported over 30,000,000 pounds during the first ten months of 1919. A large amount of American butter is shipped without inspection or grading; it is not handled so that foreign buyers know what they are receiving and as a result it does not sell as well in foreign markets as butter from countries where inspection and branding are practiced.

Investigators in the dairy marketing division of the federal bureau of markets has found that unbranded butter from the United States, while selling freely during the present scarcity of butter in other countries, is not likely to retain a hold on foreign buyers after other countries resume exportation. In this fact is an important lesson not only for dairy interests but other producers desirous of expanding their trade abroad. Creamery men cannot expect to develop a foreign market for their products unless they establish reputations for their goods just as manufacturers in other lines have done—and standards or brands are a great aid in such business development.

Building a Foreign Trade.

Before the war Denmark was a large factor in the international trade in butter. She has been famous for her dairy products for years, not only on the continent, but in South America, where even in out-of-the-way corners of the tropics travelers found the only butter available came in cans with a Danish label. New Zealand has built up a trade with Europe in butter through a government inspection service, and butter must measure up to certain standards before the inspectors will place their stamp upon it.

Inspection Service.

This idea of inspected and branded butter is not new in the United States, for the federal department of agriculture has been inspecting interstate and Canal zone shipments of butter for some time. This inspection, however, is not compulsory, and has not as yet been applied to export trade to any great extent. Recently a large purchase of butter for export was inspected by a United States government inspector at the request of the purchaser who bought the butter subject to inspection. This is said to be the first time that inspection by any government has been asked for on any large amount of butter exports. Exporters in the United States who ship to Central America usually use brands on their butter and have developed some trade there in recent months.

If the United States is to keep its present export trade in dairy products and not suffer from possible competition in home markets, it is necessary to pay more attention to the quality of its products and make fuller use of brands and scores in handling its butter production. What applies to dairy products applies to many other lines as well.

SMALL HOUSES BEST FOR CHICKEN FLOCK

Size of Building Should Be Governed by Number of Hens.

Smaller Breeds Being More Active and Restless Require About as Much Space as Larger Ones— Make Structure Square.

The size of the hen house should be governed by the size of the flock. From 40 to 50 seems to be about as many birds as are safe to keep together. With flocks of this size from four to five square feet of floor space should be allowed to each bird. This will suffice in most cases where careful attention is given to cleanliness and ventilation. If the fowls are kept in smaller flocks more floor space to a bird will be needed.

In sections where the climate is so mild that it is unnecessary to keep fowls confined, except for a few days at a time, less space to a bird should be sufficient. The smaller breeds, being more active and restless, require about as much room as the larger breeds.

For the greater amount of floor space for the least cost a building should be square. Other things being equal, the nearer square a house is the less lumber it will take according to poultry specialists of the United States department of agriculture. However, it is sometimes out of the question to build a large house square. A building should not be so wide that the sun cannot reach the back of the house, otherwise it will be damp. Fourteen feet is convenient width. Build the house as low as possible without danger of attendants bumping their heads against the ceiling, for the low house is more easily warmed than a high one.

POOR HATCHES ARE COMMON

Condition of Eggs Previous to Hatching Is More Apt Than Incubation to Be Cause.

Poor hatches are common with poultrymen, but what causes them is a much discussed question. The answer depends on a great variety of circumstances. The condition of the eggs previous to hatching is more apt than the incubation to be the cause, although improper handling in either case will produce the same results, says the United States department of agriculture. When eggs fail to hatch, first see whether the breeding stock is kept under conditions which tend to produce strong, fertile germs in the eggs; next, whether the eggs have been handled properly before incubation; and lastly, whether the conditions were right during incubation.

When an incubator is used a daily temperature record should be kept of each machine. The operator can then compare the temperature at which the machines have been maintained. This may prove of value in the future, especially if the brooder records can be checked back against those of the incubator.

NEVER PLOW UNDER MANURE

When Seeding Field to Clover Fertilizer and Disking Leave Much to Conserve Moisture.

Never plow under manure or fertilizers when seeding a field to clover. The manure and disking leave an excellent mulch on the surface of the ground which conserves moisture, especially during the hot dry weather in midsummer.