

PETAINE CLAIMS GERMAN ERRORS 'SAVED' VERDUN

By S. F. Wader
(Associated Press Writer)
PARIS.—(AP)—An error in judgment in choosing the commanders of the German corps operating against the French in 1914 was the salvation of the French in that bloody struggle, according to Marshal Petaine's story of it, just published.

Besides making this observation, he demolishes a number of long accepted conceptions as to the situation before and during the battle, pays special homage to the clear sightedness of his adversary, the ex-crown prince of Germany, and vindicates his brother officers who were accused of having neglected the defenses of Verdun and of thus being responsible for the heavy French losses.

The German plan was to make a converging attack on the salient east of the Meuse with the idea of forcing the French back to the river, obliging them to retreat across it and leave the road open to Verdun.

Contrary to the ideas expressed by Von Falkenhayn, Petaine remarks, "the crown prince, charged with the execution of the action against Verdun, did not agree to the narrow plan. He thought success could be obtained by renewing with more tenacity the maneuver of 1914, that is to say by going about the envelopment of the fortress on both sides of the river, General Von Mudra, who commanded the corps west of the Meuse, agreed with the crown prince. In his opinion the German advance between the Argonne and the Meuse must irremediably compromise our situation. The crown prince and General Von Mudra were right."

"Our salvation," he adds, "was probably in the choice by the German high command of Von Mudra to command on the right bank instead of on the left bank."

Petaine says that after the tremendous drive the Germans made April 9, the crown prince saw the uselessness of further efforts to take Verdun. He so expressed himself to the chief of the general staff, but Von Falkenhayn ordered the prince to go on with the offensive.

"How many men were condemned to death by that brutal decision?" Petaine exclaims. "The crown prince was asked to renew attempts that were doomed to failure."

In his defense of brother officers who were accused of having neglected the defense of Verdun, Marshal Petaine recalls that General Joffre was severely criticized by radicals and socialists in parliament who favored his retirement in favor of General Sarrail.

Deputies declared, in the secret session of the chamber of deputies which preceded his removal, that Joffre had failed to see that proper field works were constructed before Verdun, that General Langde de Cary, commander of the armies of the center, had overlooked that important matter and that General Ferry, commanding at Verdun, had not even executed the meager orders given by Joffre and transmitted through Langde de Cary. Petaine writes:

"I verified the absurdity of those allegations as soon as I entered upon my duties there. The commander of the fortified region of Verdun had given proof of remarkable clear-sightedness, and under the wise impulsion of General Langde de Cary, met under the best conditions the attack they had both foreseen."

The German successes at the outset of the battle are attributed by Petaine principally to their superiority in artillery which he calculates to have been about two to one.

GERMANS PRAISE GRAHAM-PAIGE

The enlarged plant of the Graham-Paige at Detroit was the first American motor car factory visited by the official German commission, representing important industrial and government bodies, now touring the United States to study automobile taxation systems.

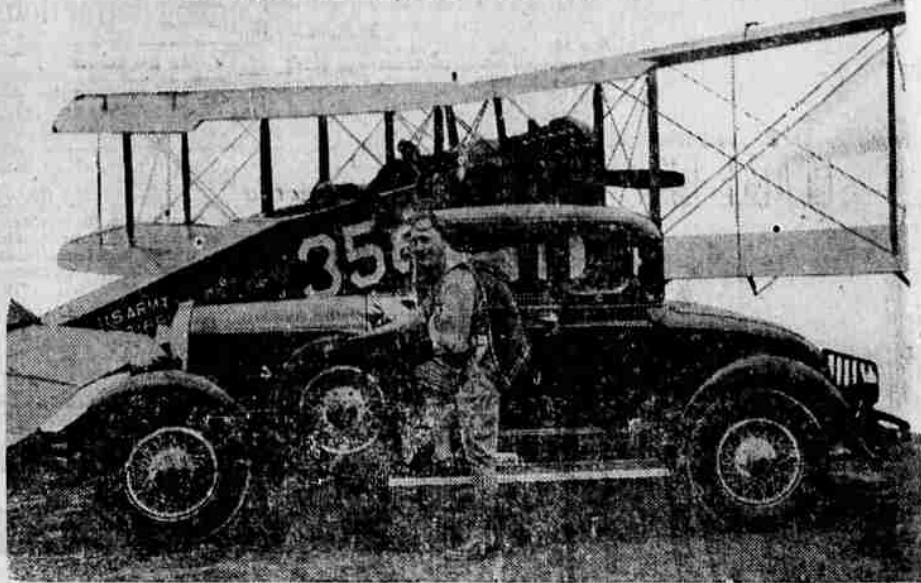
The Graham-Paige factory, one of the most modern in the industry, has two distinctive features in design. One is the style of construction that permits all manufacturing and assembly work to be carried out by natural day-light under glass roofs. The factory plan purposely avoided multiple story buildings to insure better workmanship through improved lighting, and to eliminate the great loss of time and labor that results when material and units must be moved from floor to floor.

The other feature is the high development to which the conveyor system has been carried by Graham-Paige. Besides three main assembly lines—one 1150 feet long and two parallel lines each 850 feet long—there are many others, used wherever possible, to insure economy and efficiency in manufacturing. A distinctive feature of many of these lines is that they permit operations to be performed on the various units while the parts remain on the conveyor.

Among the German visitors were a chamber of commerce, the German fuel interests, the traffic ministry, the finance ministry, the German automobile dealers' association, the association of industries, and the tire manufacturers' association.

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Strenuous Tryout for Flying Cloud



Sergeant E. H. Nichols, of the parachute department, Brooks Field, Texas, leads a hazardous, strenuous life. Naturally he expects strenuous work of a motor car. He found more than he expected in a Reo Flying Cloud, as indicated by a letter to the Reo Motor Car Company regarding his 3640-mile trip in a sport coupe model, a trip through rain, mud and hurricane from Brooks field to Dayton, Ohio, and return. Sergeant Nichols says in part:

"There was only one day of the entire trip without rain. The rubber on the windshield wiper was worn out and its replacement was the only labor performed on the car throughout the entire trip. We averaged a little better than 13 miles to the gallon of gasoline, despite the strain and stress of fighting mud and storms. We never added a drop of extra oil, or used a drop of foreign water in the radiator. When the crank case was drained, we still had seven quarts of oil left."

"No other car I ever owned could have stood by me as staunchly as did my Reo, and I have been driving cars in this same price class for more than twenty years. You have an automobile to be proud of, it has everything you claim for it, and more—and I personally have never driven or seen anything to compare to the superb performance my Flying Cloud gave me on my trip East."

HOME EDUCATION

"The Child's First School Is the Family."—Froebel

Issued by the National Kindergarten Association, 8 West 40th Street, New York City. These articles are appearing each Sunday in the Mail Tribune.

EACHING TIDINESS

Grace Archbold

Teaching Tidiness

"Why, what is the trouble, Ada? Untidy children again?"

"Yes," sighed Mrs. Maydow, as she closed her friend's living-room door and dropped into a chair. "Here are you with four children and your house as neat as a new pin. You look bright and rested, at two o'clock in the afternoon. I have only three children and my house looks as though a cyclone had been thru it. I feel so discouraged! I just had to run in and see you for a bit."

"You do look tired! What are you going to do about it?"

"I don't know. I'm always telling them to put away their things, but it does not seem to do the least good. It took me half an hour to clear up after breakfast. There's always a hunt going on for lost caps or lost books and pencils. When I should have been preparing dinner, I was washing dishes. I had to leave the beds. It was just the same after dinner. Seems to me I'm never done. As to mending, I dare not look at the stocking basket. I often have to cobble up a hole at the last minute."

"What time do you have breakfast?"

"Somewhere around half past seven. This morning, I had to do some telephoning I forgot last night and that made it late. It was a scramble getting them off to school. If only John and the children were more tidy, I could have caught up all right."

"I find if I have meals regularly, it makes things easier. I just insist that everyone be at the table on time unless there is some very good reason for tardiness. Then everything else falls into place."

"What do you do if they stray in late to table?"

"Well, you see, Dad is very particular about being punctual. If he has to be late, he always says, 'Sorry, Mother,' and explains. He has taught the children to do the same. They like to copy him and have learned that it is 'bad manners' to Mother not to be there if possible. At the end of a meal, each child carries out his own dishes and scrapes them into the chicken tin or the dog's plate which I stand on a sheet of paper. Bella, my oldest, takes the crumbs off the table and sees that it is left neat. Even the little ones can help by carrying something out. It teaches them to be thoughtful, too. You would be surprised what a difference it makes. If there is a rush and scramble, the naturally tidy ones soon learn to be untidy. At first I often used to be tempted to neglect preparing the meals in good time, but it does not pay. It's bad for the children's habits, not to mention their health."

"But, what about their toys and books? And when my children get up in the morning, they throw their night clothes on the floor and leave me to pick them up."

"I had a row of hooks put up in the closet within easy reach and assigned certain hooks to each child. Once a month I made a special cake for the one who has the best record for tidiness. This is always an important event. They all have the cake for supper but the fortunate one cuts it up as he wishes. If books or playthings are left about, I put them in a big box until the end of the week, when they are allowed to claim them. I have very little trouble now. They have acquired the tidy habit."

Ford Production

First Quarter
500,781 Cars

World production of Ford cars and trucks during the first three months of the year 1929 aggregated 500,781. Of that figure, 405,127 were domestic and the remainder were exported or produced by Ford of Canada.

The biggest month of the three was March, of course, during which 181,894 cars and trucks were made.

Sales during the same period—as indicated by registrations in the different states and the District of Columbia—gave Ford a decided advantage. Ford products outsold all other makes in every state in the Union during January and February. Reports for March from all parts of the country have not yet been received, but out of 47 states thus far listed, Ford registrations were highest in all but two.

Production during April totaled 150,388 cars and trucks.

CARBON HARMFUL TO THE NEW HIGH COMPRESSION MOTOR

Why is carbon so much more noticeable, so much more harmful in the new high compression motors than it was in the older type in a question that's worrying thousands of car owners. If they run their new motors a couple of months or more and use an oil that forms hard, gritty carbon, the motor begins to knock and lose power. For an authoritative but simple explanation of this problem scientists of the Shell laboratories point to the difference in construction between the new motors and the old.

"If you could look into the cylinders of your new high-compression motor," they say, "you would see that the clearance between piston and cylinder head has been reduced just as far as practicable. In some cars it looks as if it would be difficult to insert a knife blade between the two. You can realize instantly that it takes only a small deposit of coke carbon to reduce this space so seriously that, pre-emption knocking results. This means loss of power and undependable motor strain."

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The point of a glow uncovered an English six-cylinder, 22.5 years old, where Puchontius interceded for Capt. John Smith.



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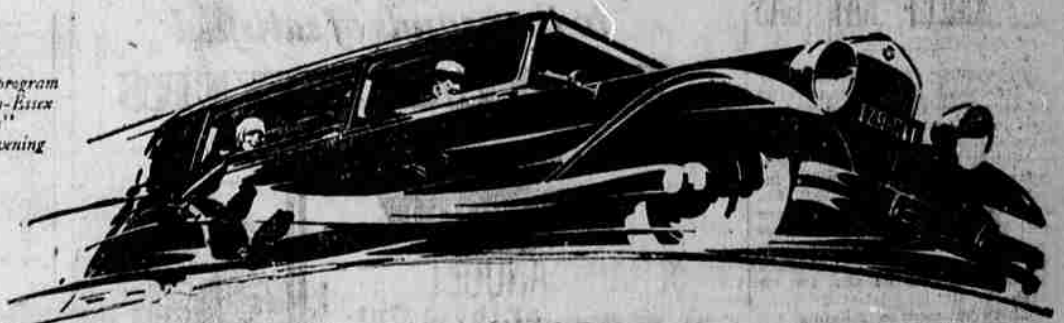
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The Westerfield Book

The Westerfield book, "Fifty Years With Poultry," is now available, after a delay due to the author's illness last winter. We are greatly pleased to announce to our readers that copies of this great book are now on sale at the office or will be mailed postpaid on receipt of the price—\$2.90. The book is printed on good paper, illustrated, attractively bound in blue-green cloth. It should be on every poultry man's reading table. Enough has been said in advance of the Westerfield book by such leading poultry men as Hanson, Kleinsmith, Pyter, Mrs.

Tancred, M. E. Atkinson, Mrs. Denamora and others, to insure its value to every person in the industry who is conscientiously trying to breed better fowls. It is a book for the beginner, the average poultryman and the advanced breeder. Those who are already successful poultry breeders commend this book so highly that it deserves the name "the book of the year" among poultry literature. Best of all, it is a western product, the result of many years' practical study in selecting and breeding by a man whose reputation as a scientific breeder is known all over the coast states.

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