

Are You Insisting Upon HOLSUM

That delicious bread, which toasts so beautifully, butters without crumbling, cuts so nicely, keeps so fresh and moist and tastes so good? If you don't use it ask your neighbor who does. She knows there is a world of goodness in every slice of Holsum Bread--That's why she has stopped baking and insists upon Holsum for her family.

IT IS MADE IN SALEM.

Cherry City Baking Co.

ENEMY STRIPPED

(Continued from page three)

Pass equally to Japan.

Section six. In order to render possible the initiation of a general limitation of the armament of all nations, Germany undertakes directly to observe the military, naval and air clauses which follow. The demobilization of the German army must take place within two months of the peace. Its strength may not exceed one hundred thousand, including 4000 officers, with not over seven divisions of infantry and three of cavalry, and to be devoted exclusively to maintenance of internal order and control of frontiers. Divisions may not be grouped under more than two army corps headquarters staffs. The great German general staff is abolished.

Munitions Plants Closed. Armaments. All establishments for the manufacturing, preparation, storage or design of arms and munitions of war, except those specifically excepted, must be closed within three months of the peace and their personnel dismissed. Conscription is abolished in Germany. The enlisted personnel must be maintained by voluntary enlistments for terms of 12 consecutive years.

No military schools except those absolutely indispensable for the units allowed shall exist in Germany two months after the peace. All fortified works, fortresses, and field works situated in German territory within a zone fifty kilometers east of the Rhine will be dismantled within three months. The construction of any new fortifications there is forbidden. The fortified works on the southern and eastern frontiers, however, may remain.

Two Months to Demobilize. The German navy must be demobilized within a period of two months after the peace. She will be allowed six small battleships, six light cruisers, 12 destroyers, 12 torpedo boats and no submarines.

marines, either military or commercial, with a personnel of fifteen thousand men, including officers and no reserve force of any character. Conscription is abolished. All German vessels of war in foreign ports and the German high sea fleet interned at Scapa Flow will be surrendered, the final disposition of the ships to be decided upon by the allied and associated powers. Germany must surrender 42 modern destroyers, 50 modern torpedo boats and all submarines. All war vessels under construction must be broken up. Repairs to ships, except those lost, can take place only at the end of twenty years for battleships and fifteen years for destroyers. The largest armored ship Germany will be permitted will be ten thousand tons. All German fortifications in the Baltic defending the passages through the Belts must be demolished.

Germany will be allowed to repair German submarine cables which have been cut. Fourteen cables are specified which will not be restored to Germany.

Armament Restricted. The armed forces of Germany must not include any military or naval air force except for not over one hundred unarmed airplanes to be retained till October 1 to search for submarine mines. No dirigible shall be kept. No aviation grounds or dirigible sheds are to be allowed within one hundred and fifty kilometers of the Rhine or the eastern or southern frontiers. The manufacture of aircraft and parts of aircraft is forbidden for six months.

The repatriation of German prisoners and interned civilians is to be carried out without delay and at Germany's expense by a commission composed of representatives of the allies and Germany.

"The allied and associated powers hereby arrange William II of Hohenzollern, formerly German emperor, not for an offense against criminal law, but for a supreme offense against international morality and the sanctity of treaties." The emperor's surrender is to be requested of Holland and a special tribunal set up, composed of one judge from each of the five great powers, with full guarantees of the right of defense. It is to be guided "by the highest motives of international policy with a view of vindicating the solemn obligations of international undertakings and the validity of international morality," and will fix the punishment it feels should be imposed. Persons accused of having committed acts of violence of laws and customs of war are to be tried and punished by military tribunals under military law.

Reparations. Section seven. Reparation. Allied and associated government action and Germany accepts on behalf of herself and her allies, the responsibility for causing all the loss and damage to which the allied and associated governments and their nationals have been subjected as a consequence of war. The total obligation of Germany to pay, as defined in the category of damages, is to be termed and Germany notified after a fair hearing and not later than May 1, 1921, by an inter-allied reparation commission. At the same time a schedule of payments to discharge the obligation within thirty years shall be presented. These payments are subject to postponement in certain contingencies. Germany irrevocably recognizes the full authority of this commission. As an immediate step towards restoration, Germany shall pay within two years twenty billion marks in either gold, goods, ships or other specific forms of payment. She undertakes to make compensation for all damages caused civilians. In periodically estimating Germany's capacity to pay, the reparation commission shall examine the German system of taxation, first to the end that the sums for reparation which Germany is required to pay shall become a charge upon all her revenues. The measures which the allied and associated powers shall have the right to take, in case of voluntary default by Germany and which Germany agrees not to regard as acts of war, may include economic and financial prohibitions and reprisals. The commission shall consist of one representative each of the United States, Great Britain, France, Italy and Belgium.

Bonds Issues Required. The commission may require Germany to give from time to time, by way of guaranty, issues of bonds or other obligations to cover cash claims as are not otherwise satisfied. Bond issues are to be required of Germany in acknowledgment of its debt as follows: twenty billion marks gold, without interest, payable not later than May 1, 1921; forty billion marks gold, bearing two and one-half per cent interest, between 1921 and 1926 and thereafter five per cent, with a one per cent sinking fund, beginning in 1926 and an undertaking to deliver forty billion marks gold bonds bearing interest at five per cent, under terms to be fixed by the commission.

The German government recognizes the right of the allies to the replacement, ton for ton and class for class, of all merchant ships and fishing boats lost or damaged owing to the war. As an additional part of reparation, the German government further agrees to build merchant ships for the account of the allies to the amount of not exceeding two hundred thousand tons gross annually during the next five years.

Restoration Work. Germany undertakes to devote her economic resources directly to the physical restoration of the invaded areas. The reparation commission is authorized to require Germany to replace the destroyed articles by the delivery of animals, machinery, etc., existing in Germany, and to manufacture materials required for reconstruction purposes.

Powers to which German territory is ceded will assume a certain portion of the German pre-war debt, the amount to be fixed by the reparations commission.

Germany is required to pay the total cost of the armies of occupation from the date of the armistice as long as they are maintained in German territory. Germany is to deliver to the allied and associated powers all sums deposited in Germany by Turkey and Austria-Hungary in connection with the financial support extended by her to them during the war.

Section eight. For a period of six months the German shall impose no tariff duties higher than the lowest in force



Over four million bicycles are in daily use in the United States. Nearly a million more will come into use this year.

This is National Bicycle Week—May 3 to 10. This is the week to buy a bicycle to get the greatest good from it this Spring.

RIDE A BICYCLE

ASK YOUR DEALER FOR PARTICULARS

ARTHUR H. MOORE, LLOYD E. RAMSDEN, HARRY W. SCOTT, WATT SHIPP CO., HAUSER BROS.

in 1914. Germany must give most favored nation treatment to the allied and associated powers. Germany undertakes to give the trade of the allied and associated governments adequate safeguards against unfair competition.

Must Pay Damages. Germany shall restore or pay for all

private enemy property seized or damaged by her, the amount of damages to be fixed by the mixed arbitration board. The allied and associated states may liquidate German private property within their territories as compensation for property of their nationals not restored or paid for by Germany.

Section nine. The allied and associated powers agree that the properties of religious missions and territories belonging or ceded to them shall continue in their work under the control of the powers, Germany renouncing all claims.

Section ten. Aircraft of the allied

and associated powers shall have full liberty of passage and landing over and in German territory.

Section eleven. Germany must grant freedom of transit through her territories by rail or water to persons, goods, ships, carriages and mails from

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How the Bicycle Frame Developed

Many Experimental Stages Before the Simple Diamond Frame Design Was Finally Evolved

By W. T. FARWELL, Jr.

As the simple and efficient diamond frame bicycle has remained practically unchanged in general appearance and design for twenty years, it is probable that the younger riders of this generation look upon the machine as having been evolved directly in its present form. But this simplicity and efficiency was not achieved in a day. It was the outcome of over ten years of experiment and practical experience.

The old "Ordinary," with its large front driving wheel, straight front forks and curved backbone, was a model of simplicity of construction, but with the introduction of the low chain-driven Safety, with its consequent greater complexity of frame, there was much more scope for variation of design. Accordingly, the leading makers began the development of the new type, but as each maker differed as to the proper form of frame and size of wheels to adopt, the greatest possible variety of machines was brought out, many of them utterly wanting in scientific design.

Although James K. Starley created the first successful rear-driving Safety in 1884, due credit should be given to H. J. Lawson, a prolific inventor in the early days of the British bicycle trade, who in 1879 built a machine very similar to Starley's first Rover, but he was before his time and was laughed at by the rest of the trade.

However, the success of the Rover started the "safety first" movement in earnest, and in 1885 the Humber, Antelope, Pioneer and several other safeties made their appearance. These machines differed from the Rover in frame design and in having very small front wheels, giving peculiar and awkward steering. The Rover frame of 1885 showed the beginning of the diamond frame idea; this was known as the open or unbraced frame.

The prevailing model of 1887 consisted of a simple cross-frame as illustrated. Small stay rods variously placed were in general use on this type of frame. A later variation was the semi-diamond, a combination of the cross and diamond frame as shown in the Rover of 1888.

American makers did not take up the development of the Safety until 1887, when the Victor with its famous spring fork was produced. This machine was of the cross-frame variety, but was very soon replaced by the curved tube, open diamond type. All early makers, it seems, were very partial to curves.

The diamond frame now began to assume definite form. At first nearly a true diamond in shape, the upper and lower tubes came nearly together at the head, and there was no



Early Stages of the Evolution of the Diamond Frame

cross tube from crank hanger to saddle. But this was soon improved in two particulars: a cross tube generally curved to follow the line of the rear wheel was added,

and the old hinged head gave way to the long ball-bearing socket head as now used. Up to 1890 the nearest approach to the modern diamond frame was that made by Humber & Co.

inches in length, and gears much lower, ranging from 54 to 60 inches. The wheels were mostly 30 inches in diameter, with 34 or 36 inch solid tires, while the weight ranged from 40 to 60 pounds, though racing machines were scaled down to 25 or even 18 pounds.

The riders of the Safety soon found that there was considerable vibration present in riding over even fairly good roads. On the old high Ordinary this vibration was not so noticeable, as the large wheel not only rolled more easily over the inequalities in the road but the nature of its construction gave it a certain amount of spring, which absorbed much of the road shock before it reached the rider. But when he descended to the low Safety he found that vibration became uncomfortably noticeable. This led to the introduction of numerous varieties of spring frames, spring forks and even spring wheels.

After 1890, when the pneumatic tire came into universal use, a general readjustment of frame design took place. Lighter tubing and better methods of connecting the various frame parts together came in. The crank hanger became an integral part of the frame; heretofore it had been a separate part which was bolted on to the frame so as to swing or slide forward or back in order to adjust the chain. The Humber machine was probably the first to come out with the long wheel base, straight tube diamond frame as we know it today.

A backward glance through the advertising pages of trade papers of 1892 shows that there was still a wide diversity in frame design, though all were of the diamond type. The Century Columbia had two parallel top tubes running from the rear axle with a bend at the seat post to the head; the rest of the frame was the regular short wheel-base diamond. The Victor frame was a double diamond composed of small tubes with the exception of the top tube which was single, or larger diameter. The front spring was inside of the double frame with outside bearings, which was the best feature of this machine. It also retained the Victor spring fork. The Rambler had a compact diamond spring frame with a small front wheel. These were the leading American machines of that period.

From 1893 onward the makers settled down to the Humber type diamond frame, which was very similar to the modern design except that the top tube sloped upward to a long head. American makers soon altered this detail and by 1895 the diamond frame may be said to have reached its final form.

During the bicycle boom of the middle 90's the machine became greatly improved and refined in every detail. The frame was made lighter, yet stronger, the strains and stresses to which it was subjected were determined by tests conducted by engineers and scientists—many of the big makers maintained laboratories for testing and improving every part of the bicycle—and its faults accordingly corrected.

Boys and Girls, Don't Forget the

Bicycle Races

Given by Salem Bicycle Dealers

SATURDAY, MAY 10, 1919--10:00 A. M.

Starting at the Corner of Church and State Streets
32 prizes will be given including Gold Watches, Tires, Saddles, Pedals, Lamps and other articles for your Bicycle.

1st RACE--Boys' Free For All--2 Miles.

2nd RACE--Girl's Free for All--1-4 Mile

3rd RACE--Boys' under 12 years--1-2 Mile

4th RACE--Boys' under 16 years--1 Mile

Ask your dealer for particulars

Arthur H. Moore, Harry W. Scott, Watt Shipp Co.
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