

**NOTABLES IN THE LIMELIGHT**

Louis D. Brandeis, Special Treasury Counsel.



Photo by American Press Association.

In the trial of the suit instituted by the Riggs National Bank of Washington against officials of the United States treasury department Louis D. Brandeis of Boston will act as special counsel for the accused officials. The bank has accused Secretary of the Treasury William G. McAdoo, Treasurer John Burke and Comptroller of the Currency John Skelton Williams of conspiracy to wreck it.

For many years Mr. Brandeis has been a national figure in American public life. He is an advocate of social reforms, a publicist of renown, a lawyer of distinction, who has served as special counsel for the government in many celebrated cases. Mr. Brandeis is regarded as an expert in legislation and administration efficiency.

While Mr. Brandeis is largely a product of New England, he is not a Yankee. He was born of German-Jewish parents in Kentucky in 1856. After a preliminary education in Germany he went to Harvard Law school, was a professor there for awhile and then began practice in Boston. Soon he was recognized as one of the most successful lawyers and acquired one of the largest practices in the city. Although a man in public life, Mr. Brandeis is not in politics. His use of politics has been merely as a means to the end of pushing social and economic movements. Several years ago his admirers tried to get him to run for mayor of Boston on a nonpartisan ticket, but failed to get him interested.

Nephew of the Czar. Recent dispatches from the scene of war operations in Poland have made



Photo by American Press Association.

GRAND DUKE DIMITRI.

mention of Grand Duke Dimitri of Russia, who was attached to the army which invested Przemysl and compelled the capitulation of that fortified city. Grand Duke Dimitri is a cousin of the czar, being a son of Grand Duke Paul, brother of the late Czar Alexander III. He was born near Moscow on Sept. 6, 1881, his mother dying six days later.

Like all of the Muscovite grand dukes, he was educated for a military career, and after graduating from the war college he entered the cavalry. After serving as a subordinate for a time he was appointed aide-de-camp to the adjutant of the Eleventh regiment of Grenadier guards and later was made captain in the Second regiment of the footsolders of the Imperial guard. Since hostilities began he has been on the fighting line and recently was decorated as knight of the order of St. Stanislaus in recognition of meritorious services in the field.

**WHEN DAD CAME BACK TO STAY**

Estranged Couple Reunited by Their Little Son.

It was five minutes after noon on Saturday. The alimony clerk had left his cage, locked it and was about to leave his office when a man in the garb of a workman entered.

"Mornin', Mr. Jones," he said to the clerk.

"You mean afternoon, John. Don't you know better than to come here to make a payment after 12 o'clock on Saturdays? The safe is locked and the books closed for the week. You'll have to bring it Monday."

"O'll be workin' all the time y'e open on Mond'."

"Can't help it."

"Mebbe if you'd tell me where she's livin' now O'l might take it rou'n' mesel'."

"All right, but don't raise a rumpus." The next morning was bright and beautiful. John shaved and got himself into a clean white shirt (with no buttons) and started to walk half a dozen miles into the country. He stopped before a cabin in the center of an acre planted with garden truck. Through the open door he could see his wife in a clean calico dress buttoning the collar on their boy, five years old, thus completing his Sunday morning costume. The man leaned on the gate and called. The woman went to the door and, seeing her husband, was about to turn away, when she noticed a pitiful expression on his face.

"What brings ye here, John?" she asked, not unkindly.

"The alimony. The offs was shet up yesterd'ay when O'l kem. The clerk told me O'l might bring it mesel'."

The woman went to the gate, and the man handed her a ten dollar bill.

"O'll write ye a receipt," she said.

"Divil a bit of a receipt do O'l want. Ye niver was a woman to take moro'n belonged to ye."

"Well, come in and have a glass of milk. Ye must be tired comin' all the way from the city. Johnny'll be glad to see his dad."

Johnny, who had been admonished in no pious terms to give his father a wide berth, looking upon this as a removal of the embargo, ran down the walk, climbed up on the gate and threw his arms around his father's neck. The mother opened the gate and the boy rode into the house on his father's shoulder.

"Have y' come back to stay, dad?" he asked eagerly.

An embarrassing silence that followed this ill timed remark was broken by the mother, who told the boy to keep quiet and not muss his Sunday clothes. Then she got out a glass of milk and some bread and butter and set it down before her husband.

"Yar shirt is wide open, John," she said. "I'm thinkin' O'l'd better put on some buttons while ye'r here."

While John was drinking the milk and eating the bread, or, rather, feeding it to Johnny, Mrs. Hobbs was getting out needle and thread. Then she produced the button bag, and by that time John had finished his refreshment and was ready to have his shirt repaired, but Johnny had settled himself in his father's arms and refused to be dislodged.

"Doom now, Johnny," his mother pleaded, "daddy's wantin' to git mended while he's here. Jump down lak a good boy."

"O'l won't," said Johnny.

"Lave him alone," said the father. "O'l'd rayther have him than the buttons."

The woman laid aside the button bag and the thread and needle, and Johnny and his father had a romp, at the end of which the father produced a ginger bread horse and several sticks of candy, with which he bribed his son to let the mother sew on the buttons. The process of sewing on buttons without John's taking off his shirt brought husband and wife in close proximity. Nevertheless they got no closer than was necessary, and the buttons having been sewed on, John said that since it was a long walk to the city perhaps he'd better be going. But Johnny got hold of the skirt of his coat and clung so tight that neither father nor mother had the heart to shake him off.

"O'l'm thinkin', John," said Mrs. Hobbs, "that it bein' so inconvenient for ye to l'ave the alimony at the clerk's office, ye might bring it every Sunda' yersel'."

"And ye could put on the buttons." An effort was made with this assurance to Johnny to remove him, but it failed.

"What d'ye say, Mary," said John, "to me stayin' on for awhile jist to plaze the chile? O'l might be helpin' ye at times with the garden."

"O'l was thinkin' mesel' that it would be more convenient for ye to be here."

"It's far from me work, but I can get up early."

"Let go, Johnny. Daddy's goin' to stay with us."

She took Johnny up in her arms ostensibly to relieve his father, but really to conceal a tear that came into her eyes, and the father, not wishing to be left out of the embrace, put his arms about them both.

So John Hobbs hung up his hat and stayed with his wife and child. No reference was made by either to the cause of their disagreement. Both knew that the cause of contention must be given a wide berth, and they took care that it should get no nearer the threshold.

**POPULAR MECHANICS**

**Horsepower of a Rainfall.**

Few people realize the energy in a fall of rain. On the evening of Oct. 9, 1914, there fell at Kansas City, Mo., in two hours 1.79 inches of rain. Assuming that this rain covered an area four miles square, or sixteen square miles, and that it fell from an altitude of 5,000 feet the energy represented was about 6,800,000 horsepower hours. Were this converted into electrical energy without the usual losses it would amount to nearly 4,700,000 kilowatt hours. At 10 cents per kilowatt hour this energy would cost \$470,000.—Scientific American.

**To Test Pocket Watches.**

We now have in this country an opportunity to secure an official standard of that commodity sometimes compared to money in the often repeated "time is money," says the Scientific American. The bureau of standards, official measurer of the United States, undertakes for a fixed fee ranging from 50 cents to \$5 to report on and certify as to pocket watches. The most elaborate test, known as Class A, involves the running of the watch for fifty-four days in a series of periods in various positions and at different temperatures.

**Deflecting Auto Headlights.**

The only light that is useful in automobile driving at night is that which is thrown on the roadway. This effect may be obtained by painting the lower segment of the conical reflector and letting the rays that strike the upper part and are directed downward do all the lighting, says Automobile Dealer. A simple method of avoiding the objectionable glare is to direct the light downward by bending the lamp supports so that the principal rays will strike the roadway about fifty feet ahead of the car.

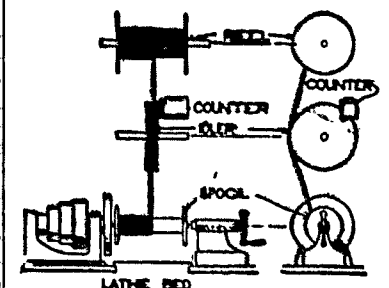
**Testing the Compression.**

When a cylinder fails to hold compression it is not always easy to tell whether leakage is taking place past the valves or past the piston rings, says the Automobile Dealer. If the breaker, or crank case compression release pipe, is examined when the engine is pulled over compression when hot it will be found that at each compression stroke oil gas will be blown out of the breaker pipe if the leak is past the piston. It is obviously of no use making this test when the engine is cold.

**Measuring Wire Wound on a Spool.**

When winding magnet spools on a lathe the exact amount of wire used can be easily determined by means of the device shown in the illustration, says Popular Mechanics.

The large reel from which the wire is obtained is conveniently placed on a loose mandrel, or rod, near the lathe and in line with the spool which is to be wound. A grooved idler wheel, the exact diameter of which is known, is supported between the spool and wire reel so it may freely revolve. The



DEVICE FOR MEASURING WIRE

number of its revolutions should be obtained automatically by a revolution counter.

When using the device the wire from the reel is placed once around the idler to insure the necessary grip to prevent it from sliding, then it is led to the spool. The exact diameter of the idler being known and the number of revolutions indicated, the true length of the wire wound on the spools can be easily determined by the following formula: Length of wire on spool in feet equals circumference of idler in feet times number of revolutions of idler.

**Lubricating Spring Leaves.**

A new device for the lubrication of the leaves of automobile springs has been brought out, says the Scientific American. The device is essentially nothing but a pair of plates bolted one on each side of the spring. Each plate includes a small oil reservoir and a felt wick, the latter pressed against the edges of the spring leaves and feeding the oil between.

**An Aid to Starting.**

Take a small bottle or tin with a little gasoline in it and place it for a few minutes in hot water, until the gasoline is hot, then place a few drops of the hot gasoline in the compression tap and inject into the cylinder. This method has been a help to starting. It may be useful to know this, as there is no possible danger with it.

**Care of the Magneto.**

Too much poor mineral lubricating oil will interfere with current delivery to the battery. A generator should not be tested with a six volt battery current. It may burn out. The ordinary "monkey wrench" mechanic should not attempt to repair a magneto or generator.—Automobile Dealer.

**Removing Pencil Marks.**

Breadcrumbs thoroughly rubbed over a pencil drawing will remove most of the dirt and without disturbing the pencil lines.

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