

MOVING A BIG ARMY

Transporting Troops in Time of War Is a Gigantic Task.

A WORK OF INFINITE DETAIL.

What It Would Mean in Railway Cars of Various Kinds and in Supplies and Equipment to Carry a Million and a Half Men Across the Country.

Before a body of troops is entrained the time and place of every move are mapped out, including the date and place of entraining, destination, time of arrival, route, assembly point, time of troops leaving assembly point, time of assembly point to train, time of arrival at station, time of boarding train, time of departure of train, rate of travel over each section of route, time, place and duration of stops, time and place of feeding troops and animals, and a schedule showing the assignment of troops and equipment to each car. Aside from this are countless details connected with procuring supplies, the disposal of troops and their care.

All these preliminary arrangements must be made by an officer of the quartermaster corps. The first thing to be done is to procure lists with weight of all property to be shipped, obtain this material and make out the bill of lading. This, with the number of men and officers, constitutes a basis on which he estimates the number and kind of cars needed. He then engages the cars and provides loading facilities, such as material for blocking and lashing, and constructs necessary ramps, or runways, for entraining animals or wagons.

Next, on the arrival of the cars, he inspects them from a thousand major and minor angles. All cars must be clean. Passenger cars must be fully supplied with water and ice, sufficiently lighted and heated and all other appurtenances in proper condition. Stock cars come in for special attention.

Then the number of men or kind and quantity of supplies allotted to each car is marked on the side or steps, together with the name of the organization. In loading men three are assigned to each section in tourist sleepers or three to each two seats in a day coach.

Another important point is to keep the troops of each unit with all equipment together. This is important in case of sudden attack. Imagine the fate of a unit of troops suddenly entrained at the firing line without equipment!

A possible element of delay lies in the timing of the arrival of troops at the station. There must be no time lost by cars waiting for the troops. The facilities for loading animals and wagons at each station on each route should be part of the quartermaster corps' records. Quick and noiseless loading and unloading of animals without confusion are an art in themselves. Dispositions of individual animals must be studied. Gentle animals should be placed opposite doors and therefore loaded last.

The time of loading and unloading has been carefully tabulated and should not exceed the following: Infantry, one hour, cavalry and light artillery, one and one-half hours, heavy artillery and engineers with bridge train, two hours. All movements, loading, entraining, detraining, feeding and watering and exercising men and horses, are made in military fashion.

With each train train cars are provided. Otherwise baggage cars are fitted up by troops or arrangements made for procuring meals, or at least liquid coffee, at stations en route. Feeding of men and animals is in itself no small matter.

Say the war department was called upon to transport twenty field armies of 82,000 men each, or 1,640,000 men. In moving such a military force the railroads must carry, besides the 1,640,000 men, 700,000 mounts and draft animals, 60,000 vehicles and 3,350 15-guns.

To accomplish this the quartermaster corps must have available at the right points 42,300 passenger coaches, 7,700 baggage cars, 21,100 box cars, 37,980 stock cars and 15,500 flat cars making a total of 124,580 cars, or 7,320 trains with as many engines.

Here is the government's minimum estimate of the gross weight of material needed each month by this force of 1,640,000 men: Rations, 250,000,400 pounds; ammunition, 7,000,000 pounds; forage, 623,117,000 pounds; general quartermaster's supplies, 33,794,440 pounds; clothing and equipment, 22,680,840 pounds; ordnance supplies other than ammunition, 1,622,740 pounds; engineers' supplies, 1,208,320 pounds; signal supplies, 9,043,200 pounds; medical supplies, 507,160 pounds; candy and tobacco, 310,000 pounds, making a total of 961,080,100 or nearly 1,000,000,000 pounds. The transportation of this enormous weight would require fifty-five trains of thirty cars each day as long as the force was in the field.

Leslie's

To the Ladies.
Ladies, if you love a man marry him. If you marry him know him. If you know him study him. If you study him honor him. If you honor him flatter him. If you flatter him you will humiliate him. If you humiliate him you will study him. If you study him you will know him. If you know him you may divorce him.—Life.

Do not make deposits of carelessness in the bank of misery.

DEATH TO THE MOSQUITO.

Attack the Pest by Warring Upon Its Breeding Places.

By doing away with breeding places such as tin cans, broken crockery and various receptacles that hold water by the drainage of bodies of water likely to contain immature mosquitoes, by application of oil to bodies of water that cannot be drained or the introduction of fish into pools that cannot either be drained or oiled millions of mosquitoes may be destroyed.

Water is necessary for the life of the mosquito. The eggs which are laid on the surface of the water by the adult mosquito hatch in from twenty-four hours to several days, depending on the temperature. The larvae issued from the lower ends of the eggs and wriggle about in the water.

The larvae of the house mosquito rest with the tips of the abdomen at the surface of the water and the head, hanging downward. The larvae of the malaria fever mosquito lie parallel with the surface of the water to obtain air. In from one week to ten days, they change to another form, the pupae, which have two respiratory tubes on the thorax. These pupae float in the water and transform to adults in from five to six days. The adults winter in the dormant condition.

The germ causing malaria fever has been carefully and repeatedly traced through its life history, and it has with certainty been found to pass a part of its existence in man and part in the body of the mosquito. By the bite of the mosquito the malarial fever organism is transmitted to man. No practical methods have been devised to destroy adult mosquitoes. All successful methods so far have been to check their numbers by either doing away with hiding places or by destroying the young mosquitoes.

Kerosene oil applied to the water surface at the rate of one-half teaspoonful to one barrel of water or one ounce of kerosene to fifteen square feet of water is sufficient to destroy any young mosquitoes that might be present in the water. An application of the kerosene should be made every fifteen days.

RHODES DIED UNSATISFIED.

His Last Words Were, "So Little Done, So Much to Do."

"So little done, so much to do." This was the sigh of Cecil Rhodes, one of the greatest men the world ever knew. John Hays Hammond, who knew him well, tells about Rhodes in the American Magazine. He says: "The achievements of Rhodes are almost unthinkable. Long before American trusts were attempted he formed what was then the greatest business combination in history and became absolute autocrat of the diamond business of the whole world. He organized a huge consolidation of gold companies. He was the first financier courageous enough to institute deep level mining on the Rand, the method on which now depends the future of the greatest of all gold fields.

"No Roman emperor ever won more territory than Rhodes brought under his native British flag. Through the chartered company, incorporated in 1889, he added to the British colonial dominions territory equal to the combined areas of the British Isles, France, Prussia, Austria and Spain. He made possible the federation of all South African states and planned to link Cape Colony and Natal by rail, a project that he carried halfway to fruition before he was cut off by death when he was only forty-nine years old.

"Yet with this record of empire building behind him his last words as he lay dying were these:

"So little done, so much to do."

Health Examinations.

"Periodic health examinations are the best safeguard against degenerative diseases," says a leading physician. "It is as foolish for a man to neglect his health and not consult a physician until he suffers acute pain as it would be for a business man to go without having his books balanced until after he had gone into bankruptcy. Every man should be compelled to take a physical examination and learn just how he can improve his health. To know what you lack is the first step toward getting it."

Chances For Success.

I have many times been asked if, in my opinion, the young man of today had as good a chance to make his mark in the business world as did his elders. My answer is, "Never since our pilgrim fathers landed on the shores of Plymouth were the opportunities for the young man so much greater than they are today. It is for him to determine whether he will be a success or not."—Stephen A. Knight.

A Mathematician.

"Daddy," said Bobby, who was eating an apple, "what would be worse than finding a worm in this apple?" "I do not know, son, unless it would be worse to find two worms." "No," said Bobby. "It would be worse to find half of a worm."—Everybody's.

So He Does.

"Why don't you open the door? That may be opportunity knocking." "It's much more apt to be a bill collector."

"Well, if you only knew it, a bill collector offers a good opportunity to get out of debt."—Birmingham Age-Herald.

The Ideal.

"I expect to have a great deal of trouble breaking in our new cook." "Oh, you just let her alone and she'll attend to all the breaking."—San Francisco Chronicle.

LIFE ON A SUBMARINE.

Physical Evils That Come From Long, Continuous Duty.

According to Assistant Surgeon Walter W. Cross of the navy, long, continuous duty on submarines is conducive to high blood pressure, with its attending evils.

"Whether that is due," he says, "to mental strain, loss of sleep, overexerting with lack of exercise, excessive use of tobacco, coffee and tea or some toxic agent peculiar to submarines I am unable to say. It was noted that a slight fall occurred after a forty-eight hour surface run and a three-hour dive. Undoubtedly that could be accounted for by fatigue or lack of physical exercise during the preceding forty-eight hours."

One effect, natural under the circumstances, he says, was that of loss of weight, and it is observed that there is probably no occupation, excepting that of a boilermaker, giving rise to as many cases of partial deafness as submarine duty. It is not uncommon, he says, for men to report that they have increasing difficulty in hearing the commands. That is attributed to the constant vibratory movement of the submarine, the straining of ears to hear above the noise of the engines, the presence of cold drafts of air down the hatches while operating on the surface, the excessive heat while running submerged and the inhalation of gases given off by the batteries and fumes from oil tanks.

"It is becoming more and more apparent," concluded Dr. Cross, "that all men should undergo a thorough physical and mental examination before being assigned to submarine duty."—Washington Star.

CUTTING THE ROSES.

How to Remove the Flowers Without Injuring the Plants.

There is a right as well as a wrong way to cut roses. If not cut correctly the blossom-producing properties of the plants may be seriously injured. This applies particularly, of course, to rose plants chosen and grown especially to supply cut flowers. Such roses will be largely of the perpetual blooming sorts.

When a rose is cut from such a plant only two or three eyes of the current season's growth of that branch should be left on the plant. This should give the roses very long stems. Succeeding blossoms should be cut to the ground. It will seem like destroying the best, to take so much off, but if the object is the production of roses the cutting away of the surplus wood will simplify further the desired end.

If the spring pruning has not been sufficiently severe the plant is likely to have long, naked stalks and short stems to the flowers. In such a case only one or two strong leaf buds should be left on the branch when the lower is cut, so as to stimulate as much growth as possible from the base of the plant.

The temptation is great to leave wood where there are two or more buds on one branch some being small when the terminal one is open. This bad practice can be avoided by plucking off all side shoots after a bud has formed on the end of a branch, thus leaving the stem perfectly clean and willow.—Popular Science Monthly.

Corn Bread.

In making corn bread be sure to get the proper kind of meal; otherwise it needs flour to keep it together. Ask for the old southern milled cornmeal. It is very fine, white and needs no flour. A good recipe for corn bread is as follows: One and one-half cups of cornmeal, one-half cup of milk, a pinch of salt, a piece of butter the size of an egg, one-half teaspoonful of baking powder and one egg. It must not be too stiff. Put in a pan that will make the batter about one and one-half inches thick and bake till brown. It is impossible to make the southern corn bread with the coarsely milled meal, says a southerner. New York Sun.

Animal Criminals.

As a species of hardened criminal among placid herbivorous animals none is worse than the lion, or American buffalo. Toward man and beast and even among themselves these vicious, vindictive and agile brutes, whose half brothers on the other continents do not fear even the terrific onslaughts of lions and tigers, are in a state of almost continual warfare. They are among the most wicked rogues ever seen in a zoo.

Pride a Strange Thing.

Pride is a strange thing. For instance, a man would much rather be seen by the younger and prettier set of neighbor women filling up the gasoline tank than emptying the garbage, though the latter act is really much more commendable in that he just does it to help his poor, hardworking wife that much.—Columbus (O.) Journal.

Patience.

Enter into the sublime patience of the Lord. Be charitable in view of it. God can afford to wait. Why cannot we, since we have him to fall back upon? Let patience have her perfect work and bring forth her celestial fruits.—G. MacDonald.

The Fine Art of Visiting.

"Visiting is an art," says Woman's Home Companion. "To make people feel at home in their own house when you are there is the highest point of human conduct."

This is the true story of how Von Weddigen perished. It came from a man who saw it with his own eyes.—Henry Reuterdahl in Saturday Evening Post.



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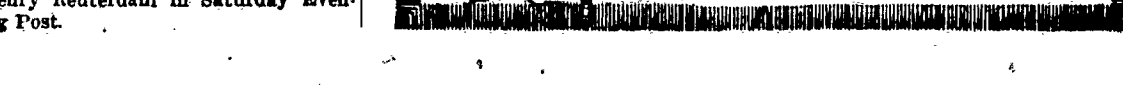
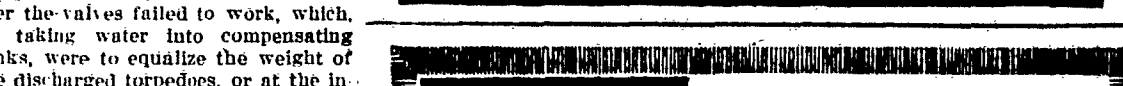
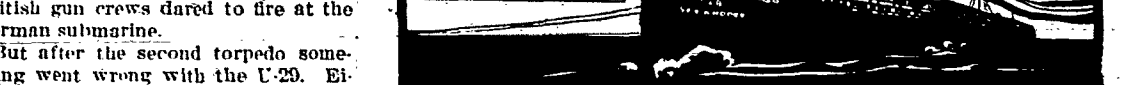
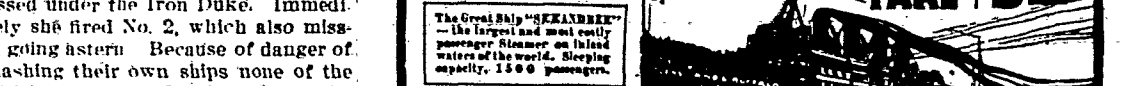
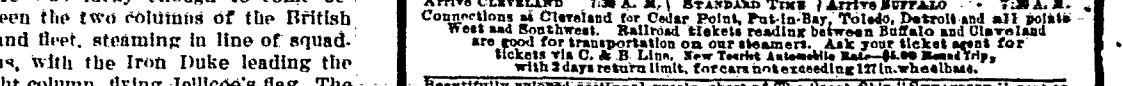
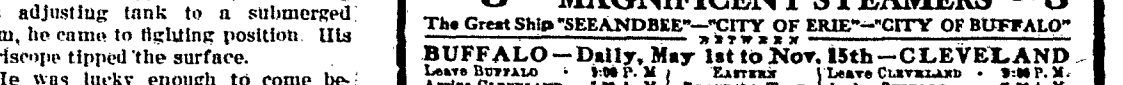
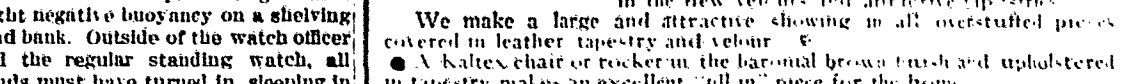
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SINKING A SUBMARINE.

How the U-29 and Its Daring Crew Were Sent to the Bottom.

Von Weddigen, the hero of the German submarine service, after sinking the British cruisers Aboukir, Hogue and Crossby was promoted to a better ship and took command of the U-29. In comparison with the U-9 a big fish, a regular "pench," almost an undersea liner.

After a hard day on the job, looking for game in the upper North sea, the U-29 went "to sleep," resting with a slight negative buoyancy on a shielving sand bank. Outside of the watch officer and the regular standing watch, all hands must have turned in, sleeping in their leather suits. It is supposed that, as the watch at the telephone heard the nearing propeller beats of a British destroyer screen, the alarm was sounded—"Touch station!"—with every man flying to his post.

One might imagine that Von Weddigen waited; that the microphones vibrated the slow chugs of the ship propellers, which told him that the British fleet was approaching. Blowing his adjusting tank to a submerged trim, he came to fighting position. His periscope tipped the surface.

He was lucky enough to come between the two columns of the British grand fleet, steaming in line of squadrons, with the Iron Duke leading the right column, flying Jellicoe's flag. The periscope of the U-29 showed up half way between the squadrons, six cables apart. She got off her torpedo, which passed under the Iron Duke. Immediately she fired No. 2, which also missed, going astern. Because of danger of smashing their own ships none of the British gun crews dared to fire at the German submarine.

But after the second torpedo something went wrong with the U-29. Either the valves failed to work, which by taking water into compensating tanks, were to equalize the weight of the discharged torpedoes, or at the instant the diving rudder man failed in giving enough "down rudder." At any rate, the nose of the submarine shot up above the water.

She started immediately to begin to dive, but the dreadnaught, third in the left column, swung out of line and went full speed for the U boat. The big ship caught her on the ram, spearing her like a whale, and raised her along the cutwater until the submarine was half out of water—a flash, a grinding smash, the U-29 balancing first one way, then the other, and finally dropping, the lettered bow foremost. The dreadnaught swung back into column. Without a signal being made, without a shot fired, the grand fleet proceeded.

This is the true story of how Von Weddigen perished. It came from a man who saw it with his own eyes.—Henry Reuterdahl in Saturday Evening Post.

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