

GARB OF OUR ARMY

How Uniforms Have Changed Since Colonial Times.

EFFICIENCY NOW THE RULE.

The Picturesque Dress of the Continentals and the Bearskin Coats of 1812 Would Look Sad Out of Place in These Practical Days.

There is little in the business-like, simple uniform of the American soldier reminiscent of the colorful, bizarre garb of the early army of the United States.

From the time of the Revolutionary war or soon thereafter the tendency was steadily toward simplicity, but it was not until after the war with Spain that khaki was adopted and the comfortable blue trousers and shirt discarded.

Today the Army's uniform is designed for comfort, serviceability, protection from both weather and discovery by the enemy in short, for efficiency service. What some of the picturesque old uniforms were devised for is more than one can say unless it was for their picturesque quality.

Washington's armies, when they had uniforms, wore the familiar "Continental" of buff and blue or gray, but regiments from different states had for the most part uniforms of their own. The majority wore whatever clothes they would protect them without regard for uniformity.

One part of the American troops who received the surrender of Cornwallis at Yorktown were in uniform, but the most of them still wore rags of homespun.

The uniform for the period between 1802 and the war of 1812 reflects the style adopted by European armies for the time. The three-cornered cocked hat of the revolution had been abandoned, and the officers wore chapeaux bras, while the enlisted men of the infantry and artillery wore round leather hats with bearskin crests, creating a very picturesque effect.

During the war of 1812 several types of uniform were worn by the American forces. There was little left to remind one of the Revolutionary war. Instead of the long cutaway, buff and blue or gray, the soldiers wore buff and blue or gray, with the skirts fashioned after the civilian dress of the day. Foraging was done in the field and in the woods, and the collars became enormously high, rising to the tip of the ear. Hats were high, some infantry wearing headpieces much like those worn by the cadets of the days just preceding the attack.

Cuffs of the infantry and artillery were uniformly buff and were modified somewhat in size by an order issued in 1813, the long tails being found inconvenient in the field and in lighting through wooded country and underbrush. The word "casquette" was coined for the new garment, and the only trimming consisted of tape on the collar. The high hat was changed to the bell crowned leather shako, and worsted or leather pompons replaced feathers.

Distinction between dress and field uniforms began to be made about the time of the war of 1812. The full dress consisted of the bicorne jacket, and the field uniform had a simple plain in each fold. The collar and sleeves were worked with silver braid. The trousers were white cassimere or buckskin for parades and dark blue for service.

Knee breeches sometimes were worn on social occasions, with yellow knee buckles instead of strings, yellow breeches in the shoes and a chapeau bras instead of a cap. The waistcoats were of white cloth in winter and of buff or saffron in the summer.

When the Mexican war began a distinctive campaign uniform was adopted. The hat, soft forage cap came into prominence, and the frock coat was worn by officers. Men wore one body discarded, and brass buttons, but wore one body belt and a waist sash. The artillery wore jackets, which did not entirely disappear from the service until after the war between the states.

The influence of the French victories in Italy was reflected in the zouave dress that was fashionable when the war of the stripes began, and the dark blue blouse and sky blue trousers of one own service of that time fixed for years the fashion of state troops from one end of the country to the other.

After that war it was some time before the trappings which had been abandoned for field work were restored.

In the eighties the uniform was much as it was during the Spanish American war, except that many of the officers wore helmets much like those of the London bobby of today. Instead of the stomach-campain hats used in Cuba, the coats were dark blue, short frock coats and the trousers light blue. Stripes on the trousers denoted the branch of the service, and in the case of the officers plumes on the helmets were used.

In the Spanish American war the uniform consisted of a dark blue coat (shorter than the frock coat), blue buff shirt and light blue trousers. Stripes on the trousers denoted the service—white for infantry, yellow for cavalry and red for artillery.

It was not until after the Spanish war that khaki and olive drab came into vogue, although the marines and a few infantry units tested it in the war with Spain. The light blue trousers and dark blue coats are still worn in garrison for semidress uniforms, but in the field olive drab is the color. Rehearth Sunday Herald.

A word spoken, an army of charlots cannot overtake it.

FINDING A COMET.

One Case Where a Blunder Proved a Friend to Science.

Probably the most extraordinary discovery of a comet was that of the one known as "1895." It happened this year, as told in Science by W. W. Campbell of the Lick observatory. Professor Charles D. Perrine discovered a comet on Nov. 17, 1895, and observed it night after night till Dec. 20, 1895, when it was lost to sight in the glare of the sun's rays. Professor Perrine and Mr. Campbell calculated its orbit for 1896, and their computations were published in the astronomical journals.

Just before dawn on Jan. 30, 1896, Perrine and Campbell watched it emerge from behind the sun at the precise spot they had predicted. On Feb. 11 a cablegram in cipher announced that Lamp at Kiel, Germany, had rediscovered Perrine's comet that morning and gave its position. This differed by twenty four minutes of time from the position in which Perrine knew his comet to be. This was not explained for several weeks, when it turned out that in translating the cipher cablegram a mistake had been made and that the cablegram as sent placed the comet just where Perrine had observed it.

Before this error had been discovered, however, and on the morning of Feb. 15 Perrine turned his telescope to the spot indicated in the cablegram and saw a comet. He naturally supposed that Lamp at Kiel had discovered this new comet and mistaken it for the Perrine comet and not until the error in translating the cablegram was discovered did it become evident that this was not so and that the error had actually directed the telescope to a new comet.

And, stranger still, this new comet was moving so rapidly that had Perrine directed his telescope to the spot indicated at any other time but just that morning he would not have seen it and it might never have been discovered.

WHEN DEWEY WAS AT MANILA.

We Were Then Very Close to a Clash With Germany.

When Admiral Dewey's fleet was in Manila harbor in 1898, after taking the city, the only fleet which did not salute our flag was the fleet of the German government. It was heavier, gun for gun, than the American. Its artillery was so threatening that the English fleet under Admiral Clobchester withdrew between the two ready to act. It was not the last time English and American fleets were to act together in defense of freedom.

In the judgment and on the authority of one of the few of those then on the ground and still living who held high positions no doubt existed in our fleet, our army or our civil administration that the Kaiser's fleet had instructions to use any opportunity for action. The German government extorted from the Caroline Islands, now in Japanese hands, a serious addition to our future perils of the Pacific.

When President McKinley came to a final decision on our retention of the Philippines he was powerfully influenced by a personal message from Admiral Salthurst, not through the usual channels, but he hoped the United States would keep the archipelago, because if we did not this German government would take them and a general war would follow, since Japan and England would not. I say this on the authority of my lifelong friend and for thirty years my devoted chief of the Philadelphia Press, the late Charles Emory Smith, then postmaster general. —Patrick Williams in American Review of Reviews.

Why Shoes Wear Out.

The average step is twenty-six inches. This means 2,437 steps to the mile, or 121,950 in a five-mile day. A person weighing 160 pounds in a day has pounded into his shoes 974 tons and 1,940 pounds of meat, bone and troubles, and all this he carries above his shoes. Men buy three pairs of shoes a year. A steel hammer weighing 300 pounds coming down at its rate for four months would have to be resoled each day and would have to be fished out of the deepest hole in the earth at the end of four months. —New York Mail.

Which Was the Bigger?

It is very amusing to try to repeat this. Mrs. Biggar had a baby. Which was the bigger? The baby was a little bigger. Which was the bigger, Mr. Biggar or the baby? Mr. Biggar was larger. Mr. Biggar died. Was the baby then bigger than Mrs. Biggar? No, for the baby was fatherless. —Kansas City Star.

Invitation Declined.

The convicted man had just received his sentence and was being led out. "Poor man! Is there anything I can do for you?" asked a sympathetic woman from the audience. "No, mum," said the prisoner, "unless you'd like to do this three years." —Detroit Saturday Night.

A Lady on Trial.

"Shall I give the jury the documents in the case?" inquired a bailiff. "What have the documents got to do with their decision?" snipped the sarcastic judge. "Just give each of 'em a photo of the fair defendant." —Pittsburgh Post.

Its Mission.

"Are you going to earth?" asked the star of the comet. "Yes," replied the comet, "and when I get there I will unfold." —Baltimore American.

AIRPLANES SAVED FRANCE.

They Proved Their Great Value After the Belgian Invasion Began.

"Had it not been for the French air service," says Burton J. Hendrick in the World's Work, "France would have been destroyed in the first few weeks of the great world war."

"For years the French general staff had expected an attack through Belgium. The strategic railroads which the Germans were so painstakingly building up to the Belgian frontier could convey no other meaning. Yet the Frenchmen still believed that the main onslaught would come across the French frontier and had made their plans for their greatest resistance in this region. France entered the war with only about 100 army airplanes, but Germany, which had foreseen the part this new instrument was to play, had a much larger equipment.

Yet a few days after the Belgian invasion began French aviators flying near the Belgian German frontier saw a slight that immediately caused a change in the French operations. The Germans were crossing the frontier in enormous numbers, and the fact became apparent that in this section the main attack was to come. This news flashed to General Joffre, caused that sudden alteration in his plans that made possible the successful battles of early September.

"Had it not been for this operation the French army would have concentrated for the Germans in force on the Alsace-Lorraine frontier, and the whole strategy from Belgium to Paris and Calais would have been left open to the German onslaught. That is, the war would have ended according to the calculations which had been so carefully made in Germany."

HIS OPINION OF LINCOLN.

It Was Well Founded, He Had Every Reason to Believe.

I happened to be at Atlanta, Ga., over the old Atlanta war, when John Kenrick Banas in "The Nation" said: "It pleased me to read the measure of a prominent newspaper of that country, a day or three, that a tribute in verse."

"After eating my breakfast on the morning of the 11th I called for a review in the office of the massive Georgian Perry hotel, smoking my cigar and 'munching over the news in the paper. As I was about to toss the paper aside a fine old type of southern gentleman sent himself on to my dining table and in the most courteous manner of the country gave me a glowing tribute. I repeated it and then turning to the paper he said: 'That is a fine picture of Lincoln.'"

"Yes, sah," he answered, "it shows that the south is not slow to recognize genius sah, wherever it is found, sah," he added, "there is no occasion for surprise sah. We have always appreciated Mr. Lincoln's greatness down here, and we have adored him, sah, although we have had reason to be sure that during his late unpleasantness, sah, he was considerable of a northern scamp-eter sah."

"I never had the honor of seeing Mr. Lincoln, sah, but from all I hear, sah, he must have resembled that picture pretty well sah." "It is a delight to me to find it in one of your southern newspapers," said I, especially in one so influential in the south as this. "Yes, sah," he answered, "it shows that the south is not slow to recognize genius sah, wherever it is found, sah," he added, "there is no occasion for surprise sah. We have always appreciated Mr. Lincoln's greatness down here, and we have adored him, sah, although we have had reason to be sure that during his late unpleasantness, sah, he was considerable of a northern scamp-eter sah."

"Froze" at Airplanes' Approach.

All soldiers are so instructed what to do when a hostile scouting airplane is sighted by troops on the march. On the warning "Airplane," every man drops on his right knee with his head bent well over the muzzle of his rifle, which is held in a sloping position in front of the body. To look up is fatal, for it creates a sea of white faces. All ranks then remain as motionless as they possibly can until the airplane has passed over them. In fact, they may be said to "freeze" as wild animals freeze when seeking to evade observation. —London Mirror.

When the Paint Wears Off.

There are sometimes places on the exterior of a house where the paint gets worn off and which cannot be retouched without making a "botch job" of it owing to the difficulty of mixing the new paint to match the adjacent color which has faded. To preserve the wood in such spots until the botch can be repaired, apply two coats of linseed oil with a rag. This will improve the appearance, also. —Popular Science Monthly.

Lived in a Glass House.

"He's already gone through two for times." "Well, I'm not going to criticize him judging from the judgment I've shown in investing a bit of little money I've ever had. I'd have gone through two for times, too, if I had had them." —Detroit Free Press.

Dead Men's Bones.

Alexander the Great, seeing Diogenes looking attentively at a parcel of human bones, asked the philosopher what he was looking for. "That which I cannot find," was the reply, "the difference between your father's bones and those of his slaves."

Gold and Germs.

Microbes are never found on gold coins, while paper money is an ideal home for them and every old banknote is a menace of disease. The belief is that gold acts as a bactericide.

When a man is no longer anxious to do better than well he is done for. —B. H. Haddon.

THE STREET CAR NICKEL

Will No Longer Provide

Street Car Service

(No. 5--Taxes)

Here are some facts about taxes that are of importance to you. We want to show you where some of the "Taxes" we pay are not really taxes at all, and they come out of the street car riders who get no special benefit for the money.

FOR EXAMPLE: In Rochester in 1907 we paid in taxes of all sorts \$151,537.41. In 1916 we paid \$263,526.13. That is an increase of 73.90 per cent. It includes all kinds of taxes--State, County, Franchise, Etc.

The tax factor, you see, is big, for in 1916 the total of all our taxes amounted to

\$720.00 PER DAY

6.42% OF OUR INCOME

DURING THE LAST FIVE YEARS THE ROCHESTER LINES HAVE PAID IN TAXES \$1,339,094.54.

A Tax That is Not a Tax

There is one of these "taxes" that is peculiar--the franchise tax. The franchise tax is really not a tax at all. It is a license fee. For under the Public Service Commission Law a franchise has no earning or sale value. It is NOT CAPITALIZED AND CANNOT BE. It is the evidence that the public has appointed us to do its street car business. This form of taxation cost the Rochester Lines last year--\$127,450.40.

But the real tax joker is the paving tax. In the old horse car days, when street car companies really wore out pavements, such tax was justified. But electric street cars wear out no pavements. It is the wagons, trucks and automobiles that do that. But we are still charged for paving the streets. Here is what we paid on that account in the last five years.

Year	Paving Tax
1912	\$110,721.95
1913	136,677.82
1914	124,683.82
1915	156,958.42
1916	212,093.62
Total	\$741,135.63

NOTE:--OUR REQUIREMENTS FOR 1917 and 1918 WILL CALL FOR A STILL GREATER EXPENDITURE.

Another form of taxation is the carrying of policemen and firemen free, which represents many thousands of dollars a year to our company.

These are all taxes on the street car rider because they are not paid out of regular city taxes. If they were, the man who doesn't ride on the street car would have to pay his share. As it is now, the expense is paid indirectly by the street car rider alone.

BUT IT IS ONE OF THE REASONS WHY WE ARE ASKING FOR SIX CENT FARES.

J. F. HAMILTON, General Manager

New York State Railways

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