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Wheels Within Wheels

By FREDERICK L. KEATES

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The watches began to disappear from Wallenstein's about a week after John Beckwith's commencement there as a salesman. The manner of their disappearance was, for a time, as puzzling a mystery as the name of the song of the sirens.

Jacob Wallenstein, the proprietor, who took great pride in his brilliant Chestnut street jewelry store, said little on the occasion of the first loss, though he no doubt did a good deal of thinking and kept a wary eye on his assistants; but when gold watch number two, value sixty dollars, was missed, things began to liven up considerably.

The disagreeable affair placed Beckwith in an uncomfortable position. Being a new, untried salesman, he guessed that a big share of the general suspicion would rest on him. Uncommonly sensitive as to his honor, he chafed sorely under the incubus of doubt which intangibly threatened it, and he determined to do his utmost to find the culprit.

He felt it impossible to continue to work for very long under a cloud of distrust; for, as he was very fond of remarking, one could never tell what dirty trick chance might play a fellow.

There were two other clerks in the store; deceit fellows, respectively Brown and Nevin by name. There was a young man of twenty, Ted Galvin, who wrapped packages, made deliveries, and dusted; and Despard, a silent, grumpy man, who repaired watches and jewelry.

After carefully considering the situation, Beckwith decided to keep a close watch on Despard. Your tactful man is usually a mark for the arrows of suspicion. Some of Despard's actions, he thought, were "off color," but nothing definite came of the doubt, for either the man was innocent or he was much too cunning to be caught napping.

Despite the general watchfulness, it was not long before another valuable watch was stolen. It was missed on a Saturday evening. All that day, owing to a special reduction sale, the store had been crowded with people, but Beckwith, Brown and Nevin swore that they had taken the greatest care to show only one watch at a time, and to see that it was handed back before they submitted another.

No sooner had the discovery of the missing watch been made than Nevin started every one by pronouncing his stock of diamond rings incomplete. Two had been stolen.

"Twenty-five-dollar ones, they were," he said, gazing helplessly around.

Mr. Wallenstein looked black. "I don't understand it," he said, frowning. "I have noticed that this sort of thing happens during my absence from the store. I don't know what to make of it."

He passed his fingers through his thick, black hair, and stared hard at his employees.

"Gentlemen," he said, after a long pause, "if you are certain no stranger has robbed you during the rush today, the culprit must be in the store, and if you have the welfare of the business at heart, as I believe you have, you will each personally permit yourself to be searched. Does anyone object? It is very unpleasant, of course, but I must ask the innocent to submit gracefully in order that the guilty may be arrested. I trust no one objects?"

His sharp eyes rapidly scanned their faces for any tell-tale expression of fear. There was no sign of concern apparent on the features of any of his employees. Only on the face of Despard was there a look that was strange, and he was scowling menacingly.

"I object to being searched," he said shortly and sharply.

rich goods, but his search was in vain. "This is getting serious," said the exasperated jeweler. "I ought to have insisted on a thorough search before I let them go. Still, I feel convinced they're honest, although Despard, perhaps, is a trifle doubtful. The wisest thing is to have him watched. I'll get a detective at once. I have let the thing go too far already."

In spite of all precautions, however, and notwithstanding the many watch-ers, the thefts continued. The employ-ees were now searched each time they left the store. The hired detective was positive that the culprit was one of the assistants, and while it was not impossible for one of them to purloin an article and slip it into his pocket unseen, it seemed absolutely beyond belief that the booty could be carried off under the very nose of everybody.

One day an odd idea occurred to Beckwith. As luck would have it, that same day his opportunity to test it arrived. At about five-thirty he went upstairs to the washroom to wash himself preparatory to going home. There he found Galvin, who, having hung his waistcoat on a hook, was about to wash his hands.

In an instant Beckwith made up his mind. Hastening downstairs, he went up to Brown.

"Say, Brown," he whispered hurriedly, "help me a minute. I'll explain afterward. I'm going up into the wash-room. When I have reached the top of the stairs I want you to call up to Galvin. When he comes to the head of the stairs, ask him whether he took that package to Mrs. McCarthy's this afternoon; we know he did, of course; hold him there a couple of minutes; ask him to whom he gave it, and what they said. This is important; will you do it?"

"Sure," said Brown, wondering. "What's the matter? If you look like that, you'll have the detective come over and sit on you."

Beckwith hurried upstairs without replying, and Brown's voice promptly called out: "Hello there, Galvin!" Galvin was drying his face as Beckwith reached his side.

"Hello," answered Galvin, crossing the room and standing just out of Beckwith's sight, at the head of the stairs.

In an instant Beckwith had Galvin's huge, great-grandfather's watch out of the pocket of the suspended waistcoat. The first thing he noticed was that one of the hands had fallen off.

"The thing isn't going," he said to himself. He placed it to his ear. "Ah, ha!"

He said no more, but hastily unfasted the silver chain and put the watch into his own pocket.

Galvin was still at the head of the stairs. "Sure I did. Dyer think I swiped the package?" he demanded indignantly. "What d'yer take me for, anyway?"

"All right, Galvin," said Brown. "My mistake, that's all."

"I ain't no thief," growled Galvin, entering the room. "That Brown gives me a pain in the neck."

Without staying to turn off the running water, Beckwith hurried down the stairs. As he entered the store, Mr. Wallenstein, who was counting some gold watches in a tray prior to placing them in the big safe for the night, uttered a tremendous oath.

Everyone in the store turned to him in startled amazement, and the detective hurried over to his side.

"There's a sixty-dollar gold Elgin missing here!" cried Mr. Wallenstein. "A couple of customers, not liking the look of things, made a move to go. 'Lock the door,' ordered the detective. 'Everybody stay where they are.'"

MARINE SERVICE DRAWS ARMY MEN

Seek Places on the New Merchant Ships.

OFFERS FINE OPPORTUNITIES

Discharged Soldiers Have Had Taste of Seeing the World and Want More of It—War Experiences and War Unrest Lead Young Americans to Seek Broader Fields Than Satisfied Them Before.

Lure of the seven seas is drawing many of the young men recently discharged from the army, as well as others who had war jobs in industrial plants and are now idle, into the merchant marine.

War experiences and war unrest seem to have led many young Americans to seek broader fields than satisfied them before the war. They have had a taste of the world; and want more of it.

This change in the tastes of the country's youth has been of timely advantage to the United States shipping board, which is looking for thousands of young men to serve on the new merchant ships built by the government as a result of the war.

Ships of the new cargo fleets owned by the nation are being launched at the rate of two a day. Each vessel requires a crew of not less than fifty men, and the shipping board aims to make these crews as nearly as possible all-American.

To secure the men it needs for the merchant service, the shipping board began establishing its own recruiting offices in large cities after the war ended—when the average recruiting office went out of business.

Its office for the middle West was opened at 35 South Dearborn street, Chicago, in the heart of the downtown section. Young men flocked to it as soon as it was open. The office is in charge of Dr. Oliver J. Lee, director of a free school in navigation that the shipping board has maintained at Chicago since early in the war, for training deck officers.

Chance to See World. "We offer the young man no longer satisfied with his former outlook in the world a chance to see distant countries," said Doctor Lee. "We plan to give the young sailor who enters the new merchant marine plenty of chance to improve his opportunities. His voyages will be varied, so that he may see the greatest number of countries in the shortest possible time. When he has learned the business of seagoing, he will be trained as an officer, if he shows the right qualifications. Young men suited for commercial life will then be encouraged to enter exporting or importing houses, at home or abroad, for a commercial career, for which a knowledge of seagoing and of different countries is a firm foundation."

The young men signed on for sea service at the shipping board's Chicago office are sent to Boston under escort, at government expense. At the old New England seaport they are placed on ships of the United States shipping board's Atlantic training squadron for two months' special instruction as sailors, firemen, cooks or stewards. While taking this training they are paid \$30 a month, and have free board and quarters. They rate as apprentices, and wear a distinctive blue uniform.

On completing the training period, the young mariners are shipped out in the crews of deep-sea vessels, at wages varying from \$55 a month for ordinary seamen to \$75 a month for firemen. They agree to remain in the merchant service at least a year.

May Seek Promotion. At the end of the year the young men will be counted as experienced American seamen. They will be expected to seek promotion, and at the end of two years they will be qualified to study at a shipping board school for officers, which gives technical instruction in navigation or marine engineering. The engineering courses are given at the best technical colleges.

In addition to maintaining recruiting stations in the large cities, like New York, Boston, Philadelphia, Baltimore, Washington, New Orleans, San Francisco and Seattle, the shipping board, by arrangement with the war department, has placed a representative at each of the army cantonments where soldiers are being discharged, to give the men information about the merchant marine.

Lunatic Turns Robber. Arrested for attempting to rob L. F. Huntley's summer home, Waukegan, Ill., Joseph Oprens was found to be an escaped inmate of the Dunning Insane asylum. He had donned wearing apparel belonging to the Huntleys and was comfortably partaking of choice viands in the kitchen when taken into custody.

Illinois Has Prize Cat. The finest feline in the world lives at Springfield, Ill. It is a Persian cat named "Silver Cloud" and owned by E. E. Jeffrey. The cat carried away all honors at a recent exhibit in Cleveland.

Village Without Doctor. Without a blacksmith, doctor or minister, the village of West Warren, Mass., has prospered. The village has been without a doctor for many years.

OLYMPIC HAS WAR RECORD AS TRANSPORT

Has Carried 300,000 Persons Safely Across Atlantic Since 1914.

The White Star liner Olympic holds the war record as a transport, having transported 300,000 persons, mostly soldiers, safely since 1914. It was the Olympic that tried to tow the British warship Audacious into port after the latter had hit a mine. The Olympic took troops to Gallipoli, brought Chinese labor battalions to France and since Christmas, 1917, until the armistice was signed, carried American troops.

The Olympic, while carrying U. S. soldiers during March, April and May, was seven times attacked by U-boats, but not once did the enemy have time to launch a torpedo, owing to the sharp lookout kept and the wonderful seamanship of Captain Hayes, her commander, and work of the destroyers. The Olympic was armed with six-inch guns and used them effectively against U-boats.

The vessel is not without war scars, having bent some of her plates in ramming a U-boat, from which 28 members of the crew were made prisoner. This occurred in the early morning of a day last May, when a U-boat that carried a crew of 60 awaited in the semidarkness to torpedo the American troopship. The Olympic whirled about, almost like a racing yacht, and made for the U-boat, slicing off its nose. A six-inch shell was planted in the remainder of the craft as it drifted past. By the light of star shells a destroyer picked up 31 Germans, three of whom died.

CURIOSITY CAUSES FIRE. Man Applies a Match to See If Coal Oil Will Burn. Inquisitiveness on the part of an employee of the Grand Trunk Railway company, who applied a match to a pool of coal oil "to see if it would burn," was responsible for the conflagration which wiped out the freight sheds, offices and 28 loaded and unloaded cars of the company at Ottawa, Can., with a total loss of \$112,000.

Henry Daoust, a freight handler, who appeared at the investigation proceedings with his face badly burned and one of his hands swathed in bandages, frankly told how he had come to start the blaze. He said he had noticed a pool of liquid on the floor of the freight shed, close to a number of barrels which had been shipped in from the inland revenue department.

He did not know what the liquid was, but was curious to see whether it would burn. He applied a match with the result that the liquid burst into a blue flame. Almost immediately an explosion occurred, which hurled him backward.

FOCH LEARNS TO SMOKE. New Thoroughly Enjoys Good Pipe Bought From English Firm. Marshal Foch has acquired the English habit of smoking. The French did not smoke pipes. Day by day Marshal Foch saw Field Marshal Haig and other British generals in the vortex of the war calmly doing their work behind good, big-bowled briar pipes.

Foch asked Haig what it was like to smoke a pipe. He bought one. He filled it under careful British military instruction. He began the attempt with energy and purposeful determination, but at first smoked more matches than tobacco. Now, however, he has mastered it and thoroughly enjoys a good briar which he has bought from an English firm.

FINDS LIQUOR IN TRUNK. Kansas City Woman's Now Suing Terminal Company for Damages. Mrs. Olive Stepling of Kansas City packed her steamer trunk with daily clothing and had it taken to Charleston, W. Va., where she checked it intending relatives a visit. On her arrival there, instead of her fine lingerie, dainty dresses, etc., she found 150 pint bottles of booze, evidently destined for an Oklahoma bootlegger. She will bring suit against the Kansas City Terminal company for damages as a result of the mix-up.

Woman Is Deputy Sheriff. A woman has been named deputy sheriff of Cumberland county, Maine. Mrs. Mary S. Burnham has taken the oath of office and assumed her duties. Mrs. Burnham has had much experience in police work. She was matron of the Portland police department for a number of years and had much to do in the line of investigating for the Society for the Protection of Children.

Banquets Six Canaries. Six canary birds were the guests at a banquet given in a Pittsburgh hotel on New Year's eve by Miss Katie Gullfoyle, an aged employee of the hostelry. The feast was made up of tea and crackers, the birds pecking at bits of crackers held by Miss Gullfoyle between her lips. Miss Gullfoyle has been her present employment for 36 years.

Takes Patent Medicine, Dies. A coroner's inquest has been ordered into the death of Hugh McMahon, sixty, of St. Louis, who died following the taking of a dose of patent rough medicine.

TELLS OF HIS FIRST AIR RIDE

Telegraph Operator Describes His Sensations.

ASKS ANTICS BE CUT OUT

Says Gullet Camped on Roof of His Mouth While Enjoying His First Trip Aloft—Nose Dive Seemed to Last Two Months—Earth Seems Like Relief Map or Mechanical Drawing of Some Kind.

George T. Scerist, telegraph operator of Bucyrus, O., and before the war student at the Ohio State university, well known among the telegraph operators of the state, now with the signal corps at American post office No. 802, somewhere in France, writes as follows to his parents concerning his experience in riding in an airplane for the first time:

"I happened to meet one of the fellows I had known in the States who had just returned from the front, a licensed aviator. He promised to take me for a ride and, having always had a longing for a little joy ride through the clouds, I decided to take a chance. At a set time I met him at an aviation camp, where he invited me to get into his 'red devil' bombing plane. I could see nothing red about it excepting the stripes on the bottom of the plane. I jumped into the seat, from which I could see the top of Archie's head from his eyes up, so I couldn't tell whether he was laughing or not, or wore a serious smile, but his eyes twinkled merrily as we arose from the meadow into the unknown ether.

Sublime Sensation. "The earth seemed to be dropping away from us, rather than that we were moving. I had previously told the old kid that it was my first trip aloft, and because of that I would rather not have him try any antics with his steel for fear of upsetting my digestive apparatus; so, without mishap we climbed, coasted and remained motionless, then climbed again.

"If one can call a sensation 'beautiful' this would be the place to use that word. A more beautiful, serene or sublime sensation cannot be found on land or sea. It makes a fellow feel as though he were suspended from heaven by a manila rope and that one of the angels were swinging him around.

"Once in a while the top of some church steeple would be caught in the sun's rays and reflect back a sharp ray of light, which only added to the novelty of the event. I was thus amusing myself by taking a glance downward once in a while, but never for very long at a time. The earth seemed like a relief map or a mechanical drawing of some sort. I was rudely awakened just about that time by Archie sticking up his index finger and glancing at the 'ometer.' I forgot just what kind of an 'ometer' it was; but I read on it, to my amazement, that we were up in the air 5,000 feet; a mile in the air and I felt as safe as though I had been riding first class in some French 'chemin de fer' (railway train).

"We were gliding along at the rate of just 100 miles an hour, but the earth didn't seem to be retreating that fast.

Prepares for Worst. "But, hist! the plot thickens. Upon commencing the downward glide I noticed a peculiar twinkle in the optics of Archie, and I prepared for the worst. I knew he was going to try something, and sure enough he pointed the nose of the consarned chariot of his right down toward terra firma, and if I hadn't been buckled in tighter'n a clam in that gun-focussed bucket I'd have been left far behind, probably hanging on to one corner of the new moon or landed on one of the race tracks of Saturn.

"At any rate, the sensation you get when you come down on a fast elevator has absolutely nothing on this sensation. My controls, including my gullet, were camped right on the roof of my mouth, and, although this nose dive of his only lasted a minute or two, it seemed as though it must have been at least two months. But the toboggan finally righted itself and we coasted a good ten miles before the propeller started its monotonous humming again.

"Oh, it was a gay life, but he didn't try any more antics, but volplaned to the earth as beautifully as a chicken takes a dust bath, and it was only an hour after we had started until we landed again in almost the identical spot from which the ascent had been made."

45 Cars in Wilson Party. That a fleet of 45 cars are attached to President Wilson's party, now touring Europe, is the news received at Bucyrus, O. The information comes from Private Gaylen Fairchild of that city. He is with Motortruck Repair Unit 308, and is one of the men in charge of the fleet.

Big Trumpeter Swan. The State Normal Training Museum of Natural History at Pittsburg, Kan., has a rare bird in the shape of a trumpeter swan, rare in this northern latitude. It was killed by a young man while hunting on the Spring river. He took it to several local naturalists before it was identified.

BRITISH COINAGE SYSTEM

Movement Started for Change in Currency That Had Its Origin Seven Hundred Years Ago.

Great Britain's present system of coinage, which is threatened to be changed, goes back something like 700 years. In the early days, the barleycorn was a standard for measure. Three barleycorns laid end to end made an inch. The wheatcorn, at the same time, became the measure of weight. It was laid down that a British penny should weigh 32 wheatcorns, each taken from the middle of the ear and thoroughly dried.

These, of course, were silver pennies. Later, when the silver pennies were standardized, an act was passed decreasing that 20 silver pennies should make an ounce, and 13 ounces one pound. Twelve twentys equal 240, and there are still 240 pennies to the sovereign, while Troy weight, which jewelers and goldsmiths use, preserves the old nomenclature to the present day.

The reason why Troy weight is so called is that the French town of Troyes was in the middle ages the site of a great annual fair in precious metals. Troyes had its own system of weights; and these, or some of them, were introduced into England.

JOSS-PAPER INDUSTRY LARGE

Big Demand for Material Without Which No Chinese Funeral Ceremony Is Complete.

The Swatow district is probably the largest producing center of joss paper in China. Its average annual export amounts to half the total export from all China. In addition to supplying the local demand, the following amounts were exported: 7,111,333 pounds, valued at \$1,249,680, in 1918, and 7,033,200 pounds, valued at \$1,071,333, in 1917. About one-half of the export was sent to Hongkong, Siam, Straits Settlements and Dutch Indies.

Southwestern Fukien supplies this district with the paper for joss-paper making. Only the lowest grade, third quality, paper is used. Chee-shi district is the chief center of the industry.

The manufacture of joss paper is a simple process. Tin foil and paper are cut in the desired sizes and shapes—usually square—and a sheet of tin foil is pasted on one side of the paper. In this sheet it is sold to the retailer, and it is he who makes it into the common form of "shoes of yucco" or other forms, the yellow representing gold and the gray silver. It is burned by the Chinese at funerals, at services for the dead, etc.—Consular Reports.

WILLING TO SHARE.

A registrant from the mining section of Nevada was given a numberticket to present to the examining physician. Before his turn came the miner had imbibed so freely that he was slightly hilarious. When the physician extended his hand for the ticket the miner grasped it and shook it heartily.

"You've been drinking," asserted the doctor, angrily. "Have you a bottle in your pocket, now?"

"Sorry to say I ain't, doc, but if I had you'd be welcome to a drink."

ICE NOT FAR FROM ROSES.

The harvesting of thousands of tons of ice in the high Sierra mountains with a temperature ranging well below zero, while, at the same time, only a few miles away in the valleys, oranges, lemons, grapefruit and other fruits associated with tropical countries are being picked in commercial quantities, is going on in Nevada county, eastern California, at the present time.

SAD TO THINK ABOUT.

"Tourists are not being encouraged to visit Europe at present."

"That's true. And you have no idea how some people fret about it. I overheard a debutante saying the other day that by the time she and mamma got to France, not only would all the souvenirs be gone, but even the shell craters would be filled up."—Birmingham Age-Herald.

WORLD'S RUBBER TREES.

There are 2,000,000 acres of producing cultivated rubber trees in the world. Of these 1,800,000 acres are under British control. The market value of the shares representing this immense acreage was in August last, according to the London Times, \$750,000,000.