The HERALD

Entered as Second Class mail matter at the Greencastle. Ind., postoffice

Charles J. Arnold.....Proprietor

PUBLISHED EVERY AFTERNOON Except Sunday at 17 and 19 S. Jackson street, Greencastle, Ind.
TELEPHONE 65

SUBSCRIPTION RATES
Daily Herald
(By Mail Strictly in Advance)

One year	$3
Four Months	$1
Less than four months	10c a week

(By Carrier in City)

One Week	10c
Single Copies	2c

Weekly Herald-Democrat

One Year	$1
Six Months	60c
Three Months	35c
Single Copies	5c

Cards of Thanks.

Cards of Thanks are chargeable at a rate of 50c each.

Obituaries.

All obituaries are chargeable at the rate of $1 for each obituary. Additional charge of 5c a line is made for all poetry.

Scholar and Farm.

For an absurdly long time the delusion has filled many minds that the uneducated yearn more for a life in the country, but this is quite untrue. On the contrary, the refined mind most naturally seeks the seclusion and harmony of nature. "I know it is the fashion for people of wealth to own a farm," says Professor Hylan, according to Countryside, "but the opinion prevails in the minds of foolish persons that it is degrading actually to labor with the hands. How many teachers feel that it is unorthodox to do any but sedentary work, and leave a large life insurance to support the family? My personal conviction running in the transverse direction, I merely followed it. It is well I did so before sacrificing my vitality to a point where labor would not be a pleasure. Too often, lack of physical vigor and courage make country life impracticable and impossible."

Plymouth People.

After the founding of Massachusetts and other New England colonies, Plymouth had a very quiet and successful life, writes Roland G. Usher in "The Story of the Pilgrims for Children." Not a great deal happened there in which you would now be interested. The days of hard times were over. They had now plenty of food and all kinds of it. They had enough now to buy little luxuries in England and have them brought over, but they chiefly ate food which they raised themselves. Baked beans with pork and brown bread were eaten at Plymouth in these first days. So was hasty pudding, made of cornmeal, and all sorts of corn breads. Soups of peas and beans were made. But they did not have in those days pie or plum pudding or cranberry sauce.

Noah a Clever Shipbuilder.

A good word for Noah's prescience as a shipbuilder is found in an allusion to his ark in Nauticus. "It would not be a difficult task," says that journal, "to pick out of Lloyd's Register many ships built within the last 20 years whose dimensions suggest a form closely resembling that of Noah's ark. According to the dimensions given in the Bible, as translated in terms of modern measurement, the ark was 460 feet long, 80 feet wide, and 48 feet deep. Her tonnage was 11,413, and she had plenty of room for pairs of all the distinct species of animals that are classed by Buffon, 244, and she could have accommodated a thousand persons and then had plenty of room for the storage of supplies."

Noiseless Workers.

Nature is a noiseless worker. You cannot hear the pumps which are sending the sap from the roots of the great oak tree into its topmost twig, but they are busy day and night, just the same. You may lie with your ear to the ground, but you will listen vainly for any rustling as the grass and weeds and flowers rise from the winter's long bivouac and fall into line. The apple tree sounds no trumpets, but how beautiful the banners she throws to the breeze. And all this noiseless activity brings home the truth some of you have already discovered, that the workers who make the most noise are not necessarily the ones who accomplish the most.—Girl's Companion.

Playful Snakes.

Every wild thing has its playful moments—even a deadly snake, writes a correspondent in the Australian Bulletin. On one expedition I caught a black fellow about five feet long disporting itself in a shallow surface pool. The reptile had a water-lily stem in its jaws, and was dragging and tossing it about much after the fashion in which a kitten plays with a ball of wool. A snake, too, which has caught a frog usually carries the squealing amphibian about for some time before swallowing it. This procedure, of course, is partly for purposes of salivation, but it displays also a certain pride in prowess akin to that of a cat with a freshly-caught mouse.

SKY CAMERA MEN DID GREAT WORK

Photographers in British Air Service Had Important Part in War.

WERE AWKWARD AT FIRST

"Spy Dropping" Another Feature of Work of Aviation Section Developed Toward End of War—Much Information Gained.

London.—Taking tremendous risks, the British air force camera men played to perfection in the war the part of the spy in the enemy's camp.

A month or so after our first very attenuated and ill-equipped flying squadron had gone over to France with the "Old Contemptibles," an observer flying one sunny day over the enemy lines took with him a much-cherished pocket camera and exposed some films over the enemy's ground beneath him.

He wanted them only to send home to his people as souvenirs. When they were developed he found they formed an excellent pictorial map of the Boche front lines.

Then it was that Lieutenant Colonel Moore-Brabazon, the "father" and organizer of the photographic section of the Royal Air force, realized the enormous possibilities of air photographs as an aid to the intelligence staff.

He began to agitate for permission to carry on the work of photographing the German activities from the air. The early experiments turning out to be of first-rate value, Colonel Moore-Brabazon was sent home to start organizing a photographic branch of the flying corps.

Gradually Improved.

And so the army spying service went on improving month by month.

As the work of the flying arm of the service extended ashore and afloat so did the work of the air spies extend. They photographed U-boats resting on the bed of the Adriatic and Mediterranean; they pictured the oil patches on the seas which betoken the sudden end of a submarine.

To dodge successfully the Hun flyers and the ever-present "Archie," the pilots had invariably to fly at fairly high altitudes—rarely at less than 10,000 feet, and always on a zigzag course.

The "mosains," as they were called—picture maps pieced together something like a jigsaw puzzle—were made from thousands of pictures taken with a lens pointing vertically toward the ground.

A brigade intelligence officer, having got a complete set of prints, taken an hour before, sat down to deduce, Sherlock Holmes like, a lengthy indictment of the Huns' overnight activities.

Signs of an impending attack on a big scale usually could be deduced by the plainly apparent newly made roads for tanks and by the massing of men in large numbers in support trenches and on roads leading from back area billets.

One of the most enterprising methods of aerial intelligence was the dropping of spies in the Hun lines and picking them up after they had completed their work. In this way much information of vital importance was gained.

These secret service agents were mostly Frenchmen who knew the country thoroughly and had a full inside knowledge of the Hun military organization.

If there were any signs of activity in any particular sector of the line about which the high command was anxious, one of these agents was detailed to report to headquarters for instructions. Here he was also supplied with the necessary papers, and was then sent by car to a certain aerodrome.

Used Special Machine.

At this aerodrome was a specially constructed machine. The pilot was usually a well-known Birmingham motor cyclist racer, who specialized in this particular work. He was brilliantly successful at what was undoubtedly a very risky game. His efforts were rewarded by many decorations, and he is still flying.

The spy having reported to his pilot, details would be arranged between them, and frequently there was a rehearsal in the form of a flight over the spot where he was to land. Sometimes the work would be undertaken by day, but if the weather was favorable, it was mostly done by night.

The spy would get into his basket seat, so constructed that he could easily slip off; the engine would be thoroughly tested, and they would get into the air.

They would make straight for the appointed spot, heedless of all searchlights and shells, and would then land. The landing spot was a good-sized field with an even surface.

At an appointed time two or three days later, earlier if necessary, the machine would return to the same spot and pick up the man again. Sometimes, if his investigations were of particularly lengthy nature, he would return to our lines by another means.

To Reproduce Accident.

Stamford, Conn.—Reproduction of an automobile accident in which a car operated by Frank Paczloski ran down Bernard Blum and killed him was ordered by County Coroner Phelan in order that he might better fix the blame for the fatality.

PLAN CLOSER UNION

Movement to Draw English-Speaking Peoples Together.

First Branch of Union to Be Established in America Is in Philadelphia.

Washington.—It is the general feeling that the foundation on which the proposed League of Nations must be built is a complete understanding and friendly co-operation between the two great English-speaking peoples; that on the Americans and the British will fall largely the task of making the world safe for democracy. Realizing this, a group of Americans and Britishers have started a movement to draw the English-speaking peoples of the world closer together in the bond of comradeship and have organized the English-Speaking Union.

The aim of the union is, briefly, to make the English-speaking peoples of the world better known to each other, whether they be Americans, Australians, Canadians, New Zealanders, South Africans, Newfoundlanders or the inhabitants of the British isles and their dependencies. It does not aim at formal alliances, nor is it concerned with the relationship of governments; it is solely and simply a good fellowship movement among the people "who speak the tongue that Shakespeare spake."

The aim of the promoters, American and British, is that no citizen of the English-speaking world should ever feel lonely again after the war, that no American visiting the old country should ever want a friend, and that no Britisher should ever want one in the great republic. They plan to make these peoples better known to each other in various ways—by the interchange of visits, by correspondence, by the printed word, by lectures, by an interchange of professors and preachers, by sporting contests and by every other possible means.

It was Admiral Sims who said the other day that "if only an interchange of 100,000 young men from our leading schools on both sides of the Atlantic could be made annually there would be no possibility of future misunderstandings between us." In 95 per cent of the things that matter the English-speaking peoples, whether they come from the United States, from the British dominions in the far antipodes, or from the mother country, have the same outlook, the same ideals, the same conceptions of right and wrong, the same laws, the same literature. It is only in the remaining 5 per cent of superficial things that they differ.

The first branch of the English-Speaking Union to be established in America is in Philadelphia and the first European branch is in London. Its monthly magazine already has been started.

BRITISH DEFY FOE'S MINES

Invention of Naval Officer Enabled Ships to Push Into Helgoland Bight.

London.—Mines and mine fields were rendered obsolete by the development of the "paravene," the invention of Lieutenant Burnley and consistently urged upon the British navy by Admiral Sir Hedworth Meux. This instrument was officially adopted by the navy early in 1916 and was so successful that special factories were built for its construction.

It is now learned that the British grand fleet on several occasions pushed right into the Bight of Helgoland, which, if mines mean anything, would have been a death trap for ships. German experts never solved the mystery. From the time of its adoption to the close of the war only two warships were reported having been sunk by mines. The most recent use of the "paravenes" was on the occasion of British warships entering the Baltic through a closely mine-strewn area. The steel wire mooring ropes of the mines are said to have been cut by the paravenes as a string is cut by scissors.

RAIL RELIC IN JUNK HEAP

Wheels of Locomotive Built by Stephenson for First Railroad in Maine Are to Be Preserved.

Waterville, Me.—On the lawn of the home of Col. Frederick E. Boothby, for many years general passenger agent of the Maine Central railroad, is the wheels of the tender of the first locomotive of the first railroad in Maine—the Bangor, Oldtown & Orono railway, better known as the "Veazie Railroad." The wheels are of oak, with a half-inch iron tire and iron flange. The original engine was called the Pioneer and was imported from England, where it was built by Stephenson. The wheels of the tender were found recently in a junk shop and were turned over to Colonel Boothby.

Arrests Dead Man.

Pittsburgh, Pa.—"I thought he was intoxicated," explained Policeman Rapp when the man he had hauled to the police station was found to be dead. The man had slipped and fell on the icy sidewalk, hitting his head on a stone step.

Dead or Alive?

Findlay, O.—Nevada, Wyandot county, calls itself a live town. There are 1,357 dead bodies in the cemetery and only 1,126 live ones in the town.

CONCRETE NOSE ON EAGLE BOATS

New Type of War Craft Equipped With Powerful Light Guns.

CARRY CREW OF EIGHTY MEN

Long, Gaunt Weapon of War, of All-Steel Construction, With the Exception of the Concrete Base—Vessel Is Compact.

Detroit, Mich.—A long, narrow wedge, with a steel-incased nose of solid concrete, tapered to a knifelike edge, forming a considerable part of its total length of 204 feet, and declared to be capable of crushing any submarine—such is the Eagle, designed originally to help rid the seas of the menace of the German U-boats.

Contrary to popular belief, the Eagle is not a motorboat, but an oil-burning, steam turbine-driven craft with a cruising radius of 5,000 miles. The Eagle is not a thing of beauty; beauty was not contemplated in its construction. It is a long, gaunt weapon of war, of all-steel construction, with the exception of the concrete nose.

Another popular impression that has been shattered is an idea that the Eagle boat is equipped with torpedo tubes. The submarine chaser was not intended to combat the major instrument of German ruthlessness with its own weapons. It was designed to depend rather upon its maneuvering qualities, its powerful light guns and a new American invention for directing its fire at unseen objects.

Has Crew of Eighty Men.

Its crew, including operating and fighting complement, numbers approximately 80 men. To the observer, the first impression of the Eagle boat is one of wonder that a craft so narrow can possess buoyancy sufficient to keep it upright in heavy seas. Despite its length of more than an average city block, the craft has a beam of only 25 feet, and draws when fully equipped less than ten feet of water.

Its seaworthiness has been demonstrated in the official trials, according to reports to the navy department. While it is admitted the Eagle does not make the speed of the average destroyer, it is claimed that it can outdistance most submarines and the razor-like edge of the bow silently but eloquently tells what would have happened had it come in contact with the German undersea pirate.

Vessel Is Compact.

Built with utility as its prime purpose, seemingly not an inch of space is wasted in the fitting of the vessel, and not an ounce of superfluous weight enters its construction. When dropped into the water ready for the installation of its engines, guns, etc., less than 200 tons of material have been riveted together to shape the Eagle boat.

The plates that form the shell of the submarine chasers vary in thickness from one-fourth to three-eighths inch, and not a single forging or rolled beam enters their makeup. Everything is pressed from sheet metal, cold, by means of machinery that cuts every piece to an exact pattern, punches rivet holes and bends the interior part to required shape.

Amidships rises the deckhouse, topped by the pilot-house, with radio quarters, and above all the conning tower, with the crow's nest at the highest point. Except for this superstructure, the deck of the Eagle carries always the "stripped-for-action" appearance.

GERMANS COULDN'T KILL HIM

Yank's Name on Casualty List Eight Times, Now He's Home Safe and Sound.

Fitchburg, Mass.—Sergt. Gordon W. Hardy is one of Uncle Sam's soldiers that the Huns couldn't kill. Eight times his name was on the casualty list, but now he's back home safe and sound. Seven times he was wounded. Twice he was gassed by mustard gas. He spent nine weeks in a German prison camp, from which he made a daring escape. Hardy was one of the first 30,000 American soldiers on the firing line in France and he served with two United States divisions which were practically wiped out. This twenty-three-year-old lad has been complimented by General Pershing for bravery. He declined to try for a commission. "I wanted to be in action all the time and not scratching my desk with spurs," he said.

SEA CAPTAIN GIVEN MEDAL

Capt. William Finch of the White Star Line Honored by King George for Brave Work.

Boston.—Hundreds of marine friends in this country of Capt. William ("Foggy") Finch of the White Star line, will be interested to learn that he is the recipient of the medal of the British empire, presented by the king for brave work during the war. Captain Finch went down with the liner Arabic when she was torpedoed, but was rescued. In command of the Adriatic and Baltic, he transported thousands of American soldiers overseas.

TOLD OF AIR RAIDS

Huns Get 5,511 Victims in English Towns.

Greatest Number of Killed or Injured Were Women and Children.

London.—In raids on the United Kingdom by the Germans during the war 5,511 persons were killed or injured, of whom 4,750 were civilians. An official summary of the casualties caused by German airships, airplanes and bombardments from the sea shows these casualties among civilians:

Killed, 554 men, 411 women and 295 children.

Injured, 1,508 men, 1,210 women and 772 children.

Three hundred and ten soldiers and sailors were killed and 551 were injured.

There were 51 raids by airships causing the death of 498 civilians and the injury of 1,236 and the killing of 58 soldiers and sailors and the injuring of 121.

In 59 airplane raids 619 civilians were killed and 1,650 were injured. In these raids 238 soldiers and sailors were killed and 400 injured.

In 12 bombardments from the sea 143 civilians were killed and 604 wounded, while 14 soldiers and sailors were killed and 30 injured.

The greatest losses inflicted by Zeppelins were in raids on Norfolk, Suffolk and the home counties of London on October 13, 1915, when 54 civilians and 17 soldiers and sailors were killed, and in West Suffolk and the midland counties on January 31, 1916, when 70 civilians were killed and 112 injured. The raid on Lincolnshire, Essex and Suffolk on March 31 of the same year caused the death of 17 civilians and 31 soldiers and sailors.

The most serious airplane raid was that of Margate, Essex and London on June 13, 1917, when 158 civilians and 4 sailors and soldiers were killed.

The only bombardment from the sea in which there were heavy casualties was that on Hartlepool, Scarborough and Whitby on December 16, 1914, when 127 civilians and 10 soldiers and sailors were killed and 567 civilians and 25 soldiers and sailors were injured.

FROM COAST TO COAST

Maj. Albert D. Smith, in command of the squadron of four army airplanes which arrived at Hazelhurst field, Mineola, L. I., after a transcontinental flight from San Diego, Cal. The purpose of the flight was to map out an aerial mail route. The planes flew 4,200 miles, making 21 stops en route. The actual flying time was 53 hours, an average of 80 miles per hour.

STOP CARS TO BAG RABBITS

Motormen on Electric Line in Missouri Pot Bunnies From Front Vestibule.

St. Louis, Mo.—Motormen on the Clayton Log Cabin line are having lots of fun these nights potting rabbits from the front vestibule of their cars. Besides cutting down butcher bills they are becoming expert revolver shots and, incidentally, are rapidly wiping out the rabbit population along the right of way.

Patrons of the Log Cabin line (who remark that its service is in keeping with its name) tell how the car comes to a jerky standstill, the motorman alms a revolver, there is a loud report and the trolley pilot jumps from the car, dashes down the right of way and comes back with a fine fat bunny.

Three Pairs of Twins Didn't Bring Happiness

Cleveland, O.—Children usually hold the home together, it is said. But three pairs of twins, now aged ten and seven years and three months, respectively, failed to avert a divorce suit filed here by Mrs. Elsie Kuntz, their mother. She complains that the children's father neglected her and the twins and was cruel.

END TERROR BY ZEPPELIN RAIDS

Explosive Bullets Fired by British Airmen Conquer Hun Airships.

HAD OWN WAY FOR WHILE

Until Invention of New Weapon German Gas Bags Roamed About Over England at Will, Weather Permitting.

London.—Britain conquered the Zeppelins with explosive bullets. Until the invention of this weapon Zeppelins roamed about over England at will, weather permitting. The first air raid upon London was by Zeppelins. This was May 31, 1915, and until the explosive bullet came into defense work the Germans came over in their rigid gas bags as their pleasure dictated. The British had no Zeppelins then for counter-attack and the airplanes they possessed were helpless, because they could not fly high enough quickly enough.

On one occasion when Zeppelins were above the city British aviators, as usual, went up to engage them. But the British flyers could only attain 15,000 feet altitude. There they sat, looking up at the monsters far above them, the machine guns of the airplanes being as useless as toy pistols. That is the real reason why Britain built fast, high-climbing airplanes. She had to outdo the Zepps. She won, soon having airplanes that could reach 20,000 feet or more, above which distance Zeppelins could not work effectively. These high-climbing fighting planes, together with the explosive and incendiary bullets, made England too hot for the airing of a Zepp.

Lead Zeppelin Raids.

The leader of the Zeppelin raids on London was Commander Peter Strasser, who had unbounded hatred for England. He had an iron nerve and in Germany was regarded as an authority on air raids against England. He met his death on August 4, last year, in the Huns' largest Zeppelin, off the English coast. An explosive bullet ended his journey.

To keep out of range of ordinary anti-aircraft fire the Germans enlarged their Zeppelins from 750,000 to about 2,500,000 cubic feet, thus increasing ascent abilities. But this was quickly countered by improved defense methods in Britain. The Zepps carried about 4,500 pounds of bombs each.

The first time the Zeppelins visited London the people took it as a great joke, flocking to the housetops to see the incendiary bombs that were dropped. Only six persons were killed in the initial raid, although 90 incendiary bombs were heaved overboard.

The men in the later type of Zeppelins were provided with parachutes. The captain and navigating personnel were supposed to jump from the forward gondola and the crew, generally about twenty men, from the engine and midship cabins. In the face of disaster, however, there is no record of any member of a Zeppelin crew having saved himself by this means, either because the machine became too quickly enveloped in flames or fell too rapidly for the parachute to open out.

The Zeppelins usually set out from Germany in the morning and timed their arrival off the English coast about dusk. The fate of Strasser's ship was sealed because he arrived too early, being spotted above the horizon by a British lookout.

Penetrate Heart of England.

There evidently was no concerted action among the Zeppelin raiders, each acting more or less independently. They selected targets upon which they could unload their bombs uninterruptedly, if possible, and then flee. They often penetrated into the heart of England.

Six Zeppelins were brought down in England, the first by Lieut. Leefe Robison at Cuffey. He was awarded the Victoria Cross. The incendiary machine gun bullets which he used had been issued for the first time only the day before the raid, September 2, 1916. The second Zeppelin was brought down in flames at Great Bursted. Out of 13 Zeppelins which raided England October 19, 1917, the Germans lost four. One descended almost intact near Mersea island, at the northeast corner of Essex. Another was brought down in flames near Potter's Bar, and two other Zeppelins were forced to land, but the crews destroyed their ships.

After Germany saw the futility of sending Zeppelins against explosive bullets (and Zeppelins could not be protected against that device) she instituted Gotha raids.

But Britain beat her at her own game.

Beware of Stocking Bank.

Tarentum, Pa.—Grocers who feared thieves and had little faith in their strong boxes were sometimes known to hide their receipts overnight in the beans, but it took a local man to disclose that dry goods merchants sometimes use stockings for the purpose. As usual, the stocking as a bank proved a failure. The store doors were thoughtlessly opened too early one day recently and a customer made away with a real Christmas stocking with $117 concealed in the foot.

HUGE SUB CRUISERS

British Admiralty Lets Out Secret of Craft.

Have Two Funnels and Make 24 Knots on Surface Under Steam.

London.—The admiralty has permitted to be made public the real story of the submarine cruisers the British successfully constructed at the time the Germans were boasting of their super-submarine.

The British craft have two funnels and make 24 knots an hour on the surface under steam power. They carry from eight to ten torpedo tubes, two or three four-inch guns and also are equipped with internal combustion motors for surface cruising. The batteries for the undersea power can be charged from both the steam and combustion engines and an ingenious scheme has been devised for quickly dismantling the funnels for the purpose of submerging.

The vessels displace 2,000 tons on the surface and 2,700 tons submerged. They are 340 feet long, have a beam of 26 feet and a cruising radius of 3,000 miles. They are designed to be even a match for torpedo-boat destroyers in surface fighting.

It is also known that the British have successfully built a submarine carrying a 12-inch gun, although the details of this craft have not been made public. The new ideas embraced in the construction of the craft include the "cushioning" of the boat to withstand the terrific concussion of the gun. This idea is represented unofficially as having been successful. So far as is known the new craft was never employed against any enemy vessel.

FAMOUS BLIND EDUCATOR

Sir Arthur Pearson, famous blind publisher and educator, arrived in America recently to lecture for the Red Cross on his methods of educating the blind, a task to which he has committed his life and fortune. Sir Arthur founded the St. Dunstan's hospital for blinded soldiers and sailors in Regent's park, London. Despite his affliction he reached the highest pinnacle of English journalism, owning the London Daily Express, Pearson's Monthly and 19 other publications, all of which he has recently sold. He will tour America, lecturing for the benefit of the American blind, to stimulate interest in the training of those unfortunates according to the St. Dunstan hospital plan.

LAUNCH 26 STEEL VESSELS

All Records for Shipbuilding Broken by Skinner & Eddy's Big Plant at Seattle.

Seattle, Wash.—Smashing all records for shipbuilding, the Skinner & Eddy corporation's plant No. 1, in this city, launched 26 steel steamships in the year 1918. The vessels had an aggregate tonnage of 232,400 deadweight tons.

As the plant has five shipways the average tonnage for each way was 46,480 tons. Nothing approaching this average has been accomplished before in the history of the world's shipbuilding.

No other five shipways at one plant have averaged more than 40,000 deadweight tons in a year, according to marine experts.

There have been records of a single way of more than 40,000 tons in a year, but that was where one large ship was built in a year.

The last of the vessels constructed at this plant for the year was the steamship Edgefield that was delivered on the last day of the year. She is a 9,600-ton vessel.

Careful Man Injured; Reckless One Escapes.

Alliance, O.—Conductor Edward Johnson is a careful man. Employed on the Pittsburgh, Fort Wayne & Chicago railroad for years, he has carefully observed all of the "safety first" rules and avoided accident.

A few days ago he was standing alongside his train when a sudden jerk of the engine threw a brakeman standing atop a box-car into space. He landed on Johnson.

The brakeman, a careless fellow, is uninjured. Johnson, the careful, is in the hospital.