LETTER FROM THE STATE CAPITOL

GOVERNOR WOULD MAKE SURE OF SOUNDNESS OF LAWS BEFORE PASSING.

SENDS LETTER TO MEMBERS

Gen. John P. Kirk Is Greatly Encouraged by Better Spirit Being Developed Toward National Guard.

[By Gurd M. Hayes.]

Lansing—In a letter to each member of the legislature Gov. Ferris says that every state in the union has suffered from the consequences of faulty legislation and that bills of magnificent purpose but with faulty titles have been declared unconstitutional.

"Hurried and sometimes careless legislation has furnished the higher courts with many contradictions, inconsistencies, errors and inaccuracies," said Governor Ferris. "Let the coming legislature 'reduce the quantity and greatly improve the quality of our statutory laws.' Various means have been devised for accomplishing this desirable end and Archibald Bloomfield of Big Rapids, member of the Michigan commission for compilation of the statutes, has outlined a plan that is inexpensive and feasible. I have already submitted this plan to experienced lawmakers and judges and everyone has heartily endorsed it."

Governor Ferris is sending to each legislator a copy of Bloomfield's report in which Bloomfield says that a system must be devised that will accomplish accuracy of statement, simplicity of language, consistency, brevity, exclusive and inclusive averments, adequate machinery to enforce it, orderly arrangement, and constitutionality. "That these ends are not attained under our present system must be obvious," says Bloomfield.

Bloomfield proposes that the house and senate rules should be amended so as to create a joint committee on arrangement, phraseology and conformity and that this committee should be selected from the ablest members of both branches of the legislature. He suggests that every bill as it passes the committee of the whole in each house be referred to this committee and be examined by them as to its validity, accuracy, consistency, constitutionality, etc.

"This committee should have the power to propose amendments or even a substitute in case they found any of the foregoing imperfections," says Bloomfield. "That should have no power to alter the general purpose of the bill. Every bill should again pass through the hands of this committee before it is placed on its final passage. The primary value of this plan lies in the fact that we have here a committee of experts through whose hands every bill must pass before it becomes a law. A committee whose attention is directed to the discovery and correction of the defects indicated."

Bloomfield says that an examination of the Michigan house and senate journals since 1837 shows that no such committee has ever existed and he says that no such legislative committee exists in any state at the present time. He says the nearest approach to such a committee is in Wisconsin where the legislature has created a joint committee of five from each house which reviews each bill to ascertain whether it complies with all the rules as to form. Bloomfield recites a list of bills which have failed to stand the test of the courts because of legislative irregularities.

"It is no doubt true that the adoption of this plan would place an immense amount of work upon the committee charged with its execution," says Bloomfield is discussing this radical innovation. "However, it is not only possible but probable that a committee could do this work and do it well."

"We have discovered that the National Guard has a lot of good friends in Michigan," said Gen. John P. Kirk, Chief of Staff. General Kirk recently stated that the Guard was not making satisfactory progress, partially because employers were hostile or indifferent. "I am satisfied that if the new spirit continues to grow we will have no further cause for worry, although there is much yet to do. Several cities where companies of the Guard are located have awakened to the fact that such an organization is not only a valuable civic asset, but the best and safest instrument for securing preparedness for national defense.

"The commercial associations of Detroit, Ann Arbor, Jackson, Owosso, Grand Rapids, Bay City, Saginaw, Ionia, Monroe and Adrian and the Copper Country Commercial club, which is in the territory of two of our companies, Houghton and Calumet, have all taken practical interest in their citizen-soldiery. I believe that in those cities, at least, a man will no longer lose his job because he is absent a few days annually at camp or on the rifle range, training himself to defend his country when the need comes. In Detroit, Mr. John Russell, who published the Michigan Manufacturer and Financial Record, is also doing a valuable work for the support of the National Guard.

"If the citizens of Michigan will give attention to the Michigan National Guard and come out definitely in support of the organization, Michigan can come up to the standard required by the War Department as to the number of men in each organization. Other states are making a campaign similar to the one we are making. The proposition is the same in each of them, of meeting the call of the General Government for a sufficient force of the National Guard to meet an emergency. The Federal inspection will come during the last two weeks of February and the month of March, and we must have sixty-five men in each company of infantry at that time. It is a question of national defense and a question of loyalty to the country. We do not want Michigan to be behind other states in this matter. The officers of each company are making an effort to get in the men required, and if citizens generally will adopt the attitude of recommending the service and treating fairly those men who are in the Guard, we can present the required number of men for inspection.

"The splendid support given the Owosso company is worthy of special mention. The county gave $5,500 toward a new armory; Owosso city contributed $12,500. Until the new armory is completed, the Owosso Improvement Association is contributing $40 monthly toward making the present building habitable.

"Some cities where companies are located have done nothing to help, and they need not be surprised if these organizations are moved elsewhere when they fall below the standard set by the War Department."

The supreme court has affirmed the conviction of Lawrence Damm, an Ann Arbor saloon man found guilty of selling liquor to undergraduates and it is believed that the conviction of "Larry," as Damm is familiarly known to thousands of Michigan alumni, will serve as an object lesson to other liquor dealers in the University City who have heretofore enjoyed a big share of the student patronage.

In reviewing the case Justice Ostrander, who wrote the opinion, says that Damm was not present when the liquor was sold and it does not appear from the record that the barkeeper knew that the boys who purchased the liquor were students at the university, and it was Damm's contention in the circuit court that the law should not be construed to make him responsible for the acts of his employe, and that if such construction is inevitable, that the law is unconstitutional.

"The statute forbids the sale of liquor to any student in attendance at any public or private institution of learning in the state," says Justice Ostrander. "It is said, and it is true, that the effect of this legislation is to deny to adult students privileges enjoyed by other citizens and to deny them during the school year rights and privileges they may enjoy during vacation.

"So citizens living in a local option county may be, in the same way, stripped of privileges which are enjoyed by their neighbors in an adjoining county.

"A law which makes it improbable, if not impossible, that students shall patronize drinking places is not so clearly beyond the police power that courts may declare it invalid. The trial court shall proceed to judgment."

J. Milo O. Bennett, prosecuting attorney of Kalamazoo county, won his suit in the supreme court against former Circuit Judge N. H. Stewart, to have expunged from the records of the court certain matters contained in the report of a grand jury during the recent occurrences dealing with certain manufacturing firms and other matters. In its report to the circuit court the grand jurors embodied a section in which they said the evidence disclosed that the prosecuting attorney had violated the laws of the state by drawing from the treasury of the county $245, claiming that amount as fees for services rendered in certain divorce cases. Other allegations were also contained in the report. Prosecutor Bennett petitioned the circuit judge to have that part of the grand jury's report pertaining to him expunged from the record. This request was never acted upon and Prosecutor Bennett applied to the supreme court for a mandamus to compel Judge Stewart to make an order striking out the section. The supreme court granted the writ.

In its opinion the court says that in Michigan there are but two matters upon which a grand jury have statutory right to make reports or presentments, trespass on public lands and violations of the election laws.

"Inherently apart from statutory sanction, the grand jury has no right to file such a report unless it is followed by an indictment," says the court which concludes by saying: "We are of the opinion that it was the duty of the trial court to have refused to accept the report, or file it with the records of his court, and it was his plain duty to have expunged it from the files after having received and filed it."

Beet sugar manufacturers and shippers from various parts of the state appeared before the state railroad commission to register a protest against the action of certain railroads in charging the shippers for re-weighing cars.

cared unconstitutional act No. 226 of the public acts of 1909, which prohibits the sale of cigarettes to minors. The title of the bill not only regulates the sale but contains a provision against the adulteration of cigarettes. Richard E. Blumrich of Grand Rapids who was convicted in the Kent circuit court on a charge of selling cigarettes to Jas. Sprout, a minor, appealed the case to the supreme court. Blumrich's conviction is set aside in the opinion rendered by the supreme court.

According to the biennial report of the state highway department, Michigan has expended a total of $49,540,805.07 for road construction since 1901. The township road tax in the past thirteen years amounts to $40,235,897.81, the county road tax $7,854,907.36 and the state reward tax $1,950,000.

On the ground that the title of the bill covers more than one subject, the supreme court in an opinion has de-

Diese Abteilung ist für die Familienglieder, welche am liebsten Deutsch lesen.

Die Seeminen.

Wie diese Sprengkörper zum Explodieren unter Wasser gebracht werden.

Wunder der neuzeitigen Technik.

Die Seeminen spielen neben der soeben glänzend bewährten Waffe des Unterseebootes in diesem größten aller Kriege eine so gewaltige Rolle, daß man von einem Seeminenkrieg sprechen darf.

Unter allen Umständen bedeutet die Verwendung der Seeminen eine Beschränkung der Bewegungsfreiheit der tiefgehenden modernen Schiffe und der Ausdehnung ihrer hohen Geschwindigkeiten im Vormarsch gegen die feindliche Küste, denn die Zeiten sind vorbei, wo Schiffe über Minen, trotzdem sie diese tüchtig anstießen, ungestraft hinwegfahren konnten. Was ist nun eine Seemine, und wie kommt es, daß sie unter Wasser explodieren kann? Seeminen sind Sprengkörper, die im Gegensatz zu den beweglichen Torpedos, zum Schutze von Häfen und Flußmündungen an bestimmter Stelle verankert, also festgelegt werden, um darüber liegende Schiffe in die Luft zu sprengen. Die Art der Sprengung hat manche Wandlung und Verbesserung durchgemacht. So trugen die Seeminen, die im Krimkriege die Russen in der Bucht von Kronstadt gegen die englischen Schiffe anwendeten, den „Jacobinischen Zünder", das heißt ein mit Schwefelsäure gefülltes, aufrecht stehendes Glasrohr, dessen Inhalt sich bei der Zertrümmerung durch ein anstoßendes Schiff über eine darunter befindliche chemische Mischung ergoß und durch deren Erhitzung die Explosion der Pulverladung herbeiführte. Diese Erhitzung unter Wasser kann nicht wunder wohlnehmen, wenn man weiß, daß sich Schwefelsäure schon sehr stark erhitzt, wenn man sie mit Wasser mischt.

Dieser Jacobi'sche Zünder wurde durch den Amerikaner W. F. Maury sehr vervollkommnet und der Sprengkörper so vergrößert, daß er bis zu 100 kg Pulver fassen konnte. Diese Pulverfüllung war in Eisengefäßen geborgen, die entweder als Rahmen- oder Gerüstminen 2 m tief unter Wasser auf größeren Holzgerüsten, oder als Pfahlminen auf einzelnen unter dem Wasser eingerammten Pfählen befestigt waren. Diese Art von Seeminen wurde im Jahre 1864 von den Dänen bei Alsen und Fünen benutzt.

Die Seeminen von 1870/71 wiesen schon einen weiteren Vorzug auf, sie bergen statt Pulver das vierfach stärkere Sprengmittel, die Schießbaumwolle. Seit 1896 sind auch die Torpedos mit diesem Sprengstoff gefüllt. Die neuesten Torpedos haben eine Geschwindigkeit von 40 Knoten, eine Sprengladung bis zu 100 kg Schießwolle und eine Treffsicherheit bis zu 800 Meter. Bei den Seeminen ist heute der Jacobi'sche Zünder ganz außer Gebrauch, man verwendet nur noch die elektrischen Stoßminen. Diese machen auch den Hauptteil einer Minensperre aus. Zwei oder mehrere Treffen, 400 Meter voneinander gelegt, bilden so eine Sperre, wobei jedes Treffen zwei bis drei Minenreihen enthält, in denen die schachbrettförmig verteilten Seeminen in Abständen von 40 bis 50 Meter voneinander liegen. Sie liegen 2 bis 4 Meter tief unter Wasser und sind mit einer selbsttätigen elektrischen Einrichtung versehen, was einen gewaltigen Fortschritt gegen früher bedeutet, wo man die elektrischen Minen vom Lande aus entzünden mußte. Die hohlen Kesselblechgefäße der modernen elektrischen Stoßminen werden nur zu einem Drittel ihres Raumgehaltes mit der meist 50 kg betragenden Schießbaumwolladung gefüllt. Auf der Oberfläche dieser Kesselblechgefäße sitzen fünf durch Bleiklappen geschützte, geschlossene Glasgefäße, die alle starke Schwefelsäure enthalten. Beim Anstoß eines Schiffes zerbrechen die Glasgefäße, die Schwefelsäure ergießt sich auf ein Trockenelement aus Zinkkohlenplatten. Hierdurch wird ein elektrischer, mit dem Zünder verbundener Stromkreis geschlossen, in jenem ein Platindraht zum Glühen gebracht und so die Sprengung der Sinnmasse bewirkt. So eine moderne Seemine und ein Torpedogeschoß sind Wunder der neuzeitigen Technik.

Um das Hantieren mit den Seeminen ungefährlich zu machen, hat man in den Stromkreis ein sogenanntes Sicherheitskabel eingeschaltet, wodurch der Strom solange unterbrochen wird, bis die Minen fertig verankert sind. Diese Sicherheitskabel kann man nach Bedürfnis versenken und wieder in die Höhe heben, also den Strom ein- und ausschalten. Das Legen der Minen erfolgt in der Regel durch Minenruderboote oder kleine Dampfboote, welche die Seeminen von dem als schwimmendes Depot dienenden Minenrahmen empfangen und am richtigen Ort verankern.

Man kann Seeminen selbst in stark strömenden Gewässern zuverlässig verankern und ihre Gefährlichkeit nach Bauart sicher und schnell beseitigen, sodaß die eigenen Schiffe nicht gefährdet sind.

Zur Zerstörung von Seeminen legt man Konterminen an, die bis zu 250 kg Schießbaumwolle enthalten und alle im Umkreis von 50 Meter liegenden Minen zerstören können.

Da die Wirkung der Seeminen wesentlich davon abhängt, daß ihre Zahl und Lage dem Feinde unbekannt bleibt, so muß von einer Mitteilung hierüber auch an die neutrale Schiffahrt abgesehen werden, so unangenehm das auch werden kann, zumal beim Beginn eines Krieges, wo eine Warnung oft nicht rechtzeitig erfolgen kann. Aber selbst wenn man weiß, wo die Minen liegen, ist ein Unglück nicht immer zu vermeiden.

Amerikanische Firma liefert „Dum-Dum"-Patronen an die britische Armee.

Der Protest des deutschen Botschafters, Grafen Bernstorff, gegen die Lieferung amerikanischer „Mushroom"-Kugeln an die englische Armee, welcher dem Staats-Departement zu Washington zugestellt worden war, ist bis jetzt anscheinend unbeachtet geblieben. Der Botschafter hatte in seinem Memorandum erklärt, es sei aus verlässlicher Quelle festgestellt worden, daß acht Millionen solcher Patronen in Bridgeport angefertigt und nach Canada abgeliefert wurden, um von der englischen Armee verwertet zu werden. Der Erfinder dieser scheußlichen Mordkugel, Frank O. Hoagland, zugleich Leiter der Fabrik in Bridgeport, hat zugegeben, daß diese Kugeln „für Sportzwecke" fabriziert werden, aber er hat abgelehnt, sich darüber zu äußern, ob solche Geschosse an die englische Armee geliefert worden seien, und ebenso wenig konnte man von ihm erfahren, wieviele dieser Geschosse seit Beginn des Krieges hergestellt worden sind.

Es ist wahrlich eine bezeichnende Illustration zu der von Washington offiziell proklamierten „unparteiischen Neutralität", zu dem Gejammer über die von Deutschland gebrochene Neutralität Belgiens, zu dem mit frommem Augenaufschlag kundgegebenen Abscheu gegen den „Militarismus Deutschlands", daß unter dem Deckmantel heuchlerischer Worte das grauenhafteste Mordinstrument, welches die moderne Welt kennt, hierzulande fabriziert wird, um den britischen „Vorkämpfern der Zivilisation" in die Hände geschmuggelt zu werden. Vertierte Mordgier, welche zu den Foltern des Mittelalters zurückgreift; die sich nicht daran genügen läßt, den Gegner außer Gefecht zu setzen, sondern am Todeszucken des zerrissenen Feindeskörpers sich weidet; frohlockt in der Gewißheit, daß der von diesen Kugeln Getroffene der Blutvergiftung oder dem Tetanus rettungslos verfallen ist und somit nicht weiter gezählt zu werden braucht.

Das Vorgehen Englands ist die Schmach des zwanzigsten Jahrhunderts! Und gerade die Vereinigten Staaten müssen es sein, welche dem hinterlistigen Briten die bestialische Waffe zur Verfügung stellen.

Kosten des Weltkrieges.

Die Gesamtkosten eines modernen Krieges werden mit 6 Mark pro Mann und Kopf und Tag bewertet. Das dürfte in diesem Kriege zu niedrig gegriffen sein; 7 Mark kann man als Minimum in Ansatz bringen. Das ergäbe für alle am Kriege beteiligten Heere 140, vielleicht sogar 150 Millionen Mark pro Tag. Für Deutschland würde sich danach die unmittelbaren Kriegskosten, für ein Vierteljahr berechnet, schätzungsweise auf 3½ Milliarden Mark stellen. Der Schaden, der der Volkswirtschaft durch den Krieg erwächst, ist ebenso hoch wie die unmittelbaren Kriegsfosten zu bemessen, so daß im ganzen für ein Vierteljahr ein Ausfall von 7 Milliarden Mark sich ergeben würde.

Amerika wird nicht als Schiedsrichter dienen.

In einem offenbar inspirierten Artikel erklärt die Kölnische Zeitung, Deutschland würde sich für die Vereinigten Staaten als Schiedsrichter beim Friedensschluß höflich aber entschieden bedanken. Sie seien „britenfreundlich neutral". Man könne ihnen das nicht verübeln, da Großbritannien ihr Mutterland sei, aber das mache sie für einen unparteiischen Schiedsrichter unbrauchbar.

Der italienische Konsul in Chicago erklärte, Italien werde sich beim Friedensschluß auf die Seite der besiegten Mächte stellen, um zu verhindern, daß die Geschlagenen durch die Sieger ruiniert werden.

Triftiger Grund.

Ein Landwehrmann schreibt: Als unsere Kompagnie neulich in einem kleinen Nest im Munsterlal Halt machte, fragte ich einen kleinen Knirps aus der herumstehenden Schuljugend: „Kleiner, wen hast du lieber, die Deutschen oder die Franzosen?" — Prompt antwortet er: „Die Franzosen." — „Warum?" fragte ich erstaunt, bei dem kleinen Bengel so viel Deutschenhaß zu finden. — „Weil sie unsern Lehrer mitgenommen haben!"

GERMAN LINE THROUGH BELGIUM TO THE SEACOAST

Newspaper Man Is the Unbidden Guest of the Army Commanders.

NEW WAR SONG IS WRITTEN

Popular Tune Is Dedicated to Prowess of Big Guns—Many Little Boys Ran Away With the Troops—Help Sent to Feed Starving People of Flanders.

Berlin.—Bucking the line of Prussian militarism or prowling around the back door of the front is a game of chance and skill which any American of average nerve can play to good advantage and at little expense, traveling mostly as an unbidden guest on the super warlords' military trains and transports. I have just returned from a week of wandering through Belgium to the coast of the North sea and am able to give prospective tourists some suggestions as to how to enjoy it.

Your initial equipment should consist of an emergency passport, which it takes a long time to get at Cologne.

Considerable Latitude Given.

This document gives you considerable latitude. "Good for 30 days," it generously allows you to go to Brussels and back, using either "your own or a hired automobile," and further says that "the use of military trains, whenever possible, is also allowed on presentation of a railroad ticket"—which last opens up the possibility of a "free ride" as nobody thinks of asking you for a ticket to Brussels and you could not buy one if you tried to —at present.

From now on you increasingly realize that a state of war exists somewhere in the neighborhood, for you leave Aachen in a third-class car, whose hard wooden benches are mostly occupied by loud-lunged singing, cheering soldiers bound for the front—two score of them, belonging to a reserve company of a heavy foot artillery regiment of the famous Guards corps—"the Iron corps of Brandenburg."

The heavy artillerists are singing a song that sounds like American ragtime, but yet isn't. The words run (Americanized) as follows:

Sing the artillery now a song!
Victorious, proud she marches along.
Every true German her praises now sings
Joyful in East and West it rings.

(Refrain)
Hurrah! hurrah! the heavy artillery!
Hurrah! hurrah she sure can shoot, by gee
Hurrah! raise your glasses! this toast give:
"Prosit! The artillery shall live!"

With cannon fire we'd first begun;
Then came the heavy field howitzers on.
But they weren't enough by a very long sight,
Now with two-and-forty centimeter guns we fight.

At High Pressure.

The heavy artillerists and I were turned out into the night air on the Belgian border as the passenger train went no farther, but here a bewildering choice of transportation facilities offered. I found another train.

The block signals and switch lights had all been wrecked by the retreating Belgians, and the Germans have not had time to replace them yet, but in spite of the fact that he was running without signals, the engineer opened up the throttle wide. In matters military the Germans have acquired almost the American habit of high pressure and speed.

Liege was reached in an hour. Here you pass your first trainload of prisoners bound for Germany, a string of third-class carriages lighted by oil lanterns, and, if one may judge from their khaki uniforms, the passengers are English prisoners of war, mostly sleeping. Then you have a procession of hospital trains—all full; then more prisoners—the bulk of the heavy west-bound traffic through Belgium consists of prisoners and wounded.

You can smell Louvain a mile away. You would know where you were, even if you did not see the moonlit ruins about the railroad station, where your military transport makes a long stop.

Here on the platform among the soldiers on guard you see a youngster of about twelve armed—field gray, with a miniature spiked helmet, cartridge belt and bayonet. He is evidently the mascot of the Landsturm battalion garrisoned at Louvain. You ask a soldier about it, and he tells you an interesting story.

Boys Ran Away to War.

"You would be surprised," he says, "to know how many boys ran away from home to go with the soldiers. Many eluded the watchful eyes of the authorities and slipped aboard troop trains, the soldiers often helping them to stay hidden, and so actually reached the front, where some of the boys have rendered good service. I know of one who received the iron cross for bravery under fire in carrying ammunition to the men in the trenches at a critical moment when they had run out."

Your military transport, after several false starts, finally makes up its mind to go on—at a crawl now—but unfortunately, at Saarbeek, which is suburban Brussels, your free ride to the point is cut short by a conscientious Landsturm sergeant who searches the train and politely points out that the document you produce is good only for transportation to Brussels. And you become for the first time a victim of war, for there are no longer waiting taxicabs or horse cabs, and there is nothing to do but walk to Brussels.

"At 9 in the morning," he says, "I am more than New York below the dead line. You walk through miles of streets without sighting a military patrol or even a policeman, till you come to the heart of the city. Your daytime impression of Brussels under the German occupation will be of swarms of racing military with motorcars full of husky officers for whom war seems to mean one long joy ride.

Country Under Water.

It takes you six hours to get from Brussels to Antwerp by military trains. As you near your destination you see whole stretches of countryside still under water, where the desperate defenders tried to check the German advance by flooding operations. It looks like pictures of the Dayton flood. In front of the Hotel Terminus, by the main railroad station, you come upon an old friend fallen on evil days—a London motor bus, shorn of its old advertising glory and painted gray by the Germans.

Many little straws you see on all sides point to the fact that the Germans intend to sit tight in Antwerp. Their occupation has a look of prospective permanency.

Curiously enough, you see mostly American flags here. The Belgian red-yellow-black is banned, the German flag is flown sparingly; the Stars and Stripes are everywhere in evidence.

More than half of the inhabitants have already returned. More of the stores have reopened. Business in many lines is beginning to go on again as usual. Hackmen again try to cheat you. The German civil and military governments seem to be running smoothly and efficiently. On the whole, Antwerp is now disappointing to the sensation seeker.

Zeppelin Attack on Londog.

The German military government is intrenched in the Municipal building, next to the Hotel Antoine, which is also pre-empted by the new government. Here, doing desk duty, you will meet an officer with a hard-luck story with a moral. "No, thanks, I don't dare smoke," he says. "I contracted a weakness of the heart Zeppelining. I was commander of a Zeppelin for a year and a half, during which we negotiated 142 flights, aggregating 14,000 kilometers. Just my hard luck that I can't command one of the Zeppelins that will visit London." As to the date of the "visit" he will hazard no opinion, but "there will be more popular rejoicing over a successful air attack on London than over the fall of Paris," he adds. It is a significant phenomenon that you can't talk with any officer or common soldier five minutes without having him switch to the all-absorbing theme of the Zeppelin attack on England. It seems to be almost a national obsession, and the people are waiting patiently for the "blood red letter day," confident that it is coming.

Germans Justify Their Presence.

Whenever you meet a high German officer on Belgian soil a good way to lead off is to ask him how he justifies his presence there, and so when you are ushered into the presence of his excellency Von Frankenburg and Ludwigsdorf, adjutant and right hand man to the military governor, General von Huhne, you ask him about it, too. His answer is so typical of the German point of view as to be worth repeating.

"Oh, we justify our presence in two ways," he says. "Firstly, we knew that Belgium's neutrality would be violated by our enemies if we did not 'beat them to it,' and if any further proof were needed it was furnished by papers found in the archives at Brussels. Secondly, self-defense. Germany is not engaged in a war of revenge, but it's as if you went along a lonely road and were fallen upon by a band of highwaymen. They say we began this war. It would have been the stupidest moment for Germany to start such a war, because the allies were so united, when no political or other question was between them."

"For the next 36 hours the 'fog of war' settles around your movements.

When it lifts again it finds you sauntering along the towpath of a canal to the north of Bruges, nose pointed in the direction of the distant thunder of the big guns toward the coast. Unfortunately at a turn of the road you run into a patrol of Death's Head Hussars—five strong. You know they are Death's Head Hussars by the small silver skull and bones on the front of the shakos.

You Are an Englishman!

The leader eyes suspiciously your Piccadilly derby and sterling silver mounted cane and then announces unequivocally: "You are an Englishman." You lead off with your emergency passport, then you play your whole suit of red-sealed American diplomats and consuls, then your purple Prussian eagles (but you have none permitting you to walk along this canal)! You offer your photograph in evidence and ransack your pockets for more documents, producing successively a letter from a prominent member of the reichstag, a letter of introduction to General von Bulow, an unpaid tailor's bill, etc., but Death's Head Hussars have no sense of humor on patrol. They even refuse cigars. Help comes unexpectedly in the form of a rival patrol of marines—three strong. The under officer commanding proves to have two brothers in America. Hussars and marines debate your nationality.

Germans Have a Canal Fleet.

In the morning you see an interesting example of typical German thoroughness—a large sea motor launch flying the German flag and belonging to the new canal fleet.

Under friendly escort you reach the Holland border at the quaint town of Sluis.

This hospitable little province of Teelandish Flanders is still paying patiently for the support of a large number of Belgian refugees. Rev. J. H. Pattist, secretary of the relief committee for West Teelandish Flanders, showed me through his church (dating from the tenth to the sixteenth century), where 400 refugees—men, women and children—were sleeping bedded on straw.

RAT DINES WITH KITTENS

Animal Is Captured While Drinking Milk With Hereditary Enemies.

Jellico, Tenn.—T. T. Hackney of the wholesale grocery house of H. T. Hackney company of this place surprised a large gray rat dining with several kittens in the warehouse, and succeeded in capturing the friendly rodent with little difficulty. The rat was drinking milk with the kittens, apparently contented and friendly.

Mr. Hackney called to several of his associates in the store and warehouse to witness the strange spectacle and the rat never made a sign of enmity toward the kittens.

The big rat is a prisoner in a glass jar and will be held by Mr. Hackney, who will make an effort to train the rat and kittens as companions.

WINDMILL USED AS A FORT

This windmill on the Nieuport-Dixmude road proved a very convenient shelter for a detail of German sharpshooters, whose purpose it was to pick off as many of the allied fighters as got within range of their guns. A detail of British soldiers rushed the improvised fort and captured it and the German marksmen.

SUES FATHER FOR $123,000

Youth Alleges Failure to Keep Promise to Pay Profit on 11,000 Head of Sheep.

Winnemucca, Nev.—A compromise has been brought about, the terms of which are not made public, between John G. Taylor and his son, John G. Taylor Jr., in the $123,000 suit over a claim to money derived from the sale of 11,000 sheep. The suit was filed in the district court of Elko, but the compromise was brought about when friends of the father and son arranged a secret meeting here.

The younger Taylor alleged in his suit that the money to be derived from the sale of a band of 11,000 sheep, minus the cost of caring for them, had been promised him when he reached his majority, by his father.

He is now of age, but up to the time of the filing of the suit no offer to settle had been made by his father. The sheep were sold for $143,000, and he figured the cost of their upkeep at $20,000, leaving $123,000 as the sum due him.

Put Shot in Horse's Ear.

Trenton, N. J.—Charged with resorting to "Black Hand" methods, Angelo Lupton was arrested. The specific offense alleged is that to get revenge upon Vincent Lupo, his enemy, he poured buckshot in the ear of Lupo's horse. This is an old-time Italian and "Black Hand" trick. It causes the horse to go gradually insane and its death finally ensues.