

BATTLESHIP HITS UNCHARTED SHOAL

Serious Damage Done to the Nebraska by Hidden Rocks Near Point Judith.

MUST GO INTO DRYDOCK

Atlantic Fleet Further Crippled When Flagship Connecticut Breaks Crankshaft—Warships Were Practising.

Newport, R. I., Aug. 9.—Accidents reported today to the big battleships Nebraska and Connecticut, engaged with the Atlantic fleet in manoeuvres in Narragansett Bay, will keep both ships out of further drills for some time.

The Connecticut has a broken crankshaft, but a more serious mishap was reported to the Nebraska, which ran aground on an uncharted shoal four miles west of Point Judith Light yesterday.

The nature of the damage to the ship could not be learned from the naval officials, but it was said that after the Nebraska remained in the manoeuvres for a short time following the accident it was decided to send her to Boston for repairs.

Before she left the vicinity of the spot where she grounded a diver was sent overboard to learn the exact cause of the grounding, and he brought up a report that the Nebraska had struck among a group of bowlders covering an acre of sea bottom, with only twenty feet of water over them.

The discovery of such a shoal caused great surprise in both shipping and naval circles. The Nebraska was in command of Captain Spencer S. Wood. As a result of the accident it is believed she will not be able to enter the annual target practice of the fleet in Southern waters held between August 21 and September 15.

Officers on board the flagship Connecticut were reluctant to talk tonight on the accident to the Nebraska. They said the Nebraska left the fleet this morning and that she is proceeding under reduced speed toward Boston.

The Connecticut, with Rear Admiral Hugo Osterhaus, the fleet commander, on board, came into this harbor tonight under her port engines. It was said that her starboard crankshaft was broken, and she would have to go to New York or Philadelphia for repairs, which would take several weeks.

The break occurred yesterday morning, when the Connecticut was going through manoeuvres at a fifteen-knot speed, but it was not discovered until after the ship came to anchor. Then one of the machinists discovered the break. A board of inquiry will examine next week into the causes of both mishaps.

Soon after the accident Rear Admiral Osterhaus reported to the Navy department as follows: "Considerable damage has been done to the Nebraska passing over an uncharted shoal four miles west of Point Judith. Will probably have to dock vessel."

The Navy department immediately ordered the Nebraska to the Boston Navy Yard for examination. It is believed it may be necessary to put the ship out of commission, replacing her in the fleet with one of the battleships in reserve at the Philadelphia Navy Yard.

The battleship Nebraska and the flagship Connecticut, with the other ships of the North Atlantic fleet, left Newport last Monday for a week's naval engagement in the vicinity of Block Island, Vineyard Haven and Point Judith.

Boston, Aug. 9.—Repeated efforts to communicate by wireless with the battleship Nebraska, following the report of her accident, were without success today and tonight. Except for the information that she had left the fleet in Narragansett Bay and headed northeast, nothing definite could be learned at the Charleston navy yard.

Wireless operators along the coast said they had intercepted messages from other battleships during the day, indicating that the Nebraska, with vessels of the second division, was proceeding to Rockport, Mass. Nothing had been heard from the battleships at Rockport late tonight.

The Nebraska and the Connecticut are both first class battleships, of 16,000 tons displacement. The Nebraska has 19,000 horsepower twin screws, while the Connecticut's engines develop only 16,000 horsepower.

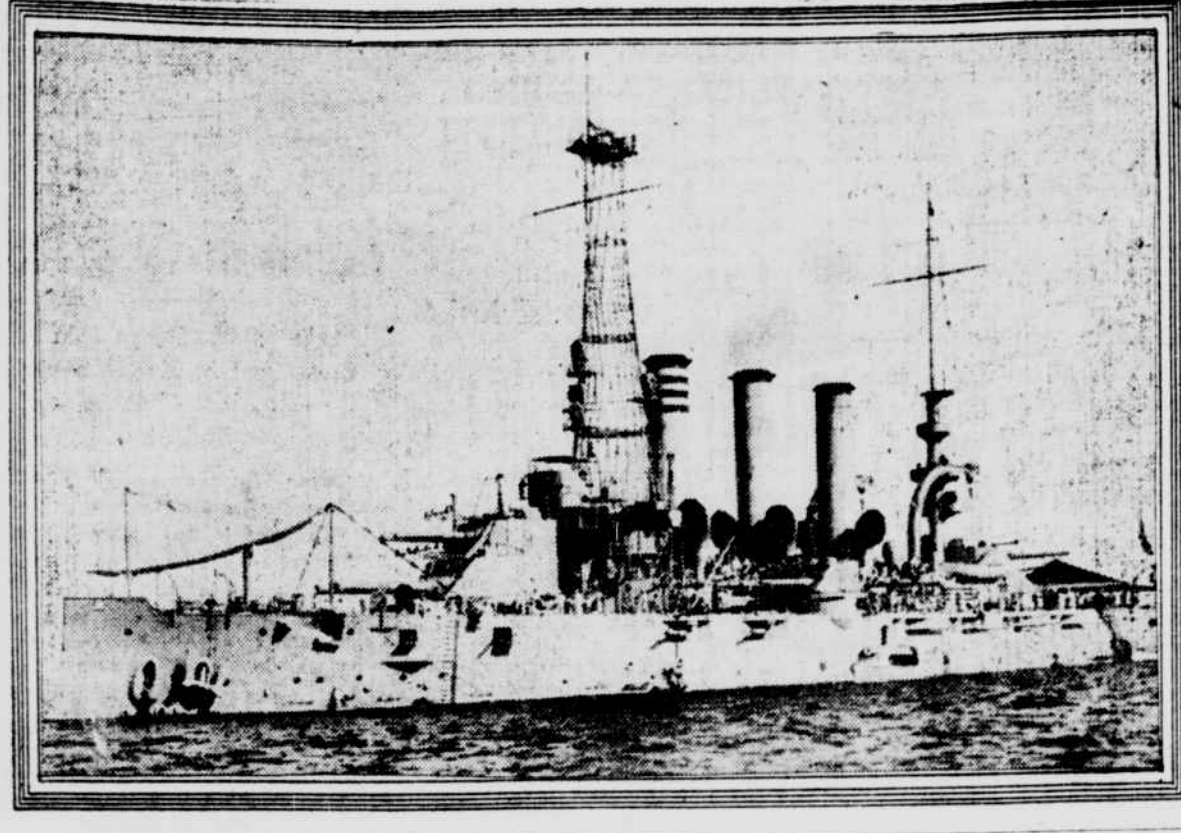
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THE UNITED STATES BATTLESHIP NEBRASKA.

Which ran on some uncharted rocks off Point Judith.

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WANTS COAL LANDS ALLOTTED TO CITIES

Secretary Fisher Has Scheme to Provide Municipalities Fuel at Low Cost.

OFFERS BILL TO CONGRESS

Would Provide Federal Supervision of Mining and Safeguard Interests of Laborers and Public.

Washington, Aug. 9.—Secretary Fisher of the Interior Department has a plan to allot government coal lands to cities, which in turn may operate them under certain regulations to supply municipal needs as well as those of citizens.

As a first step in the plan, Secretary Fisher has recommended that Congress pass a bill granting 640 acres of coal land to the city of Grand Junction, Colo., and meanwhile the Interior Department has withdrawn from entry the land the city desires.

Cities in Colorado, Wyoming, Utah, Montana, Idaho and other public land states west of the Missouri River would be most vitally affected by Secretary Fisher's plan.

The general bill he offers would authorize the Secretary of the Interior, in his discretion, to patent 640 acres of government coal land for each city and 160 acres for each town, under conditions providing for prompt and continuous development of the coal, the prevention of any assignment or transfer of the land, the safeguarding of the health and safety of laborers mining or handling the coal, the prevention of undue waste of mineral resources and other restrictions.

Would Safeguard the Patent.

The Secretary believes that any such patent should be safeguarded by the provision that the title of the land patented shall revert to the government if any city or town to which coal land shall be patented shall at any time fail to perform any of the conditions of the patent.

Secretary Fisher maintains that the aim of the federal conservation policy with respect to government owned coal lands is to insure for the public an abundant supply at prices which will yield a fair return, and no more, on the capital invested in mining and handling the coal. He thinks this impossible when a fee simple patent is granted to private persons or corporations for the commercial exploitation of the coal deposits.

The leasing system, Mr. Fisher thinks, is the method for the private exploitation of government owned coal lands which can protect the public. By retaining the title in its own hands and properly conditioning the lease, it will be possible to protect the public from extortion. Such a policy Mr. Fisher holds entirely consistent with the principles of conservation.

Although Mr. Fisher believes that a long time lease for a nominal consideration would be better for some purposes than an outright grant, because it would admit of greater flexibility in dealing with each city according to local circumstances and conditions, he asserts it is possible to embody in a patent to a city the essential condition necessary to effect the purpose of the federal conservation policy.

For Federal Supervision.

It is desirable, he says, to retain in the hands of the federal government a certain amount of supervision to make sure that the city will actually develop the coal without waste and with due regard to the health and safety of the miners; also that all the transactions of the city be given the fullest publicity, to prevent any opportunity for corruption and abuse, and to keep the federal government and the general public fully informed as to just how legislation of this character is operating in actual practice.

On the request of Representative Taylor, of Colorado, Secretary Fisher has directed that the coal lands desired by Grand Junction be held withdrawn from entry. The right of the Secretary to make withdrawals by executive order in the absence of express authority previously conferred by statute has been a subject of controversy, especially in Colorado, but Mr. Fisher has no doubt of his executive authority in this matter.

ENGLISHMAN ACCUSED OF IMPORTING ALIENS

F. Vernon Willey Arrested in Boston on Charge of Violating Contract Labor Law.

SURPRISE BY GOVERNMENT

Arrest Follows His Testimony in the Case Against Arthur Saville, Charged with Same Offence.

Boston, Aug. 9.—A surprise was sprung by the government today at the conclusion of the hearing of Arthur Saville, an Englishman charged with violation of the contract labor law by importing into this country from Bradford, England, British subjects to work in the mills of the Barre Wool Combing Company, at South Barre, Mass.

F. Vernon Willey, treasurer of the corporation, was arrested by James Tigue, deputy United States marshal. The complaint charged Willey with having conspired on July 25 with Saville to bring aliens into the United States from England. In pursuance of the conspiracy, the complaint charges, Saville went to Montreal on July 25 and brought James Kehoe, George O'Neil and Frederick Johnston, of Bradford, English subjects, from Canada into the United States.

Willey was arraigned before Frank W. Grinnell, United States Commissioner, and held in bail of \$5,000 for appearing tomorrow morning. The arrest of Willey did not occur in court. The Saville hearing had been adjourned until next Thursday, and Willey, with his counsel and several representatives of the firm and Francis Willey & Co., of which he is a member, with his father, had stepped into the corridor from the courtroom when the deputy marshal approached him.

Tigue pulled the warrant from his pocket and read it to the defendant, after which they started for the commissioner's office. A. H. Russell, counsel for Willey, arranged for the defendant to go on his personal recognizance, with the understanding that he would give the required bail in the morning.

Young Willey is the son of Francis Willey, a wealthy wool merchant of Bradford and Shipley, England, who is also a partner in the firm of Francis Willey & Co., of which he is a member, with his father, had stepped into the corridor from the courtroom when the deputy marshal approached him.

Prisoner Unconcerned.

The defendant took his arrest with little concern, and when asked by the court if he desired to plead to the complaint he replied, "Oh, I will let my counsel take care of all that." The attorney entered a plea of not guilty.

The hearing of Arthur Saville was made interesting by frequent speeches by Willey from the witness stand when asked questions by William H. Garland, United States Attorney.

Willey testified that he had no particular home, for he was always on the move, either in England or in America. He said he had conversed with Saville on three occasions at the office in Boston, and possibly had discussed the fact that British subjects were being brought to America to work in the mills at South Barre.

"Do you know any of these young men?" asked District Attorney Garland, pointing to two aliens in the rear of the courtroom. The men were George O'Neil and Frederick Johnston.

"I never remember having ever seen them before," replied Willey.

The witness stated that he had known Saville for a great many years. He denied that Saville was connected in any way with the firm of Francis Willey & Co., but said he had worked for the Shipley Wool Combing Company.

"Isn't that company connected with Francis Willey & Co.?" asked Garland.

"Not that I know of," replied Willey. "I do not think it is my business to know that."

Ready to Help Fellow Citizen. Willey stated that he did not know that Saville was coming to America, and later said he had heard he was coming, but did not recall when Saville was arrested in Boston or if it was sometime between August 5 and August 8, but he could not recall who told him or whether he learned of it by letter, telephone or telegram.

GOVERNMENT WATCHING NEW WIRELESS PLANT

Powerful Station Established at Sayville Reported Under Influence of Germany.

MAY BE UNDER LODGE BAN

Officials to Decide Whether It Comes Within Provisions of Recent Extension of the Monroe Doctrine.

Washington, Aug. 9.—A powerful wireless station at Sayville, Long Island, practically commanding New York Harbor and controlled by a corporation reputed to be under the influence of the German government, is being observed by the Navy Department and the Department of Commerce and Labor.

Officials here have quietly been watching its progress and trying to determine if it comes within the provisions of the Lodge resolution, recently adopted by the Senate, declaring that the United States could not see without grave concern the actual or potential possession of any harbor or other place on the American continent, when possession would give to such government practical power of control for naval or military purposes.

Another feature affecting the situation is contained in the radio-communication bill for the control of wireless, which passed the House today. It already has passed the Senate, and contains a provision to prohibit the operation of any private wireless plant within "fifteen miles of certain government stations."

Officials who have been concerned over the erection of the new tower, which is even taller and fully as powerful as the great government plant now being erected near here, at Fort Meyer, have been awaiting the action of Congress on this provision.

The generally supposed foreign-owned wireless plant came to the attention of the government through a prominent member of the New York Club, near whose country place at Sayville the tower has been erected. He complained principally that his landscape was being defaced, but other and more important considerations of national policy moved the Navy Department to quietly send an officer from the New York navy yard to Sayville to examine and report on the structure.

The Department of Commerce and Labor, being charged with general supervision of that means of communication, so far as it affects the navigation of vessels, took a hand and made an investigation of its own. It was thought at first that operation of the station might be prevented on the ground that, like a cable station, it could not be established and operated without a government license from the United States government. This consideration, however, may now give way to the means provided by the radio-communication bill, which, after conference on some minor disagreements between the House and Senate, will go to President Taft for his signature.

There is another element of consideration in the question—that of rivalry between two wireless telegraph companies. The government, of course, intends to follow only a line of policy and not to become involved in any commercial dispute.

OLD SOLDIER A SUICIDE

Veteran Worried Over Wound Made by Filipino Bullet.

Writing over an old wound which he had received while campaigning in the Philippines, Patrick Holahan, a retired sergeant of engineers in the regular army, committed suicide yesterday in his room at No. 121 Livingston street, Brooklyn, by inhaling gas. His body was found by Mrs. Ellen Mack, the landlady, who had traced the odor of gas to Holahan's room.

Holahan had been living at Mrs. Mack's house about a year. He had retired from the army about two years ago, after a continuous service of thirty years. He often complained of the pain from a wound inflicted by a Filipino bullet in the side. This had lately produced necrosis of the bone, resulting in partial paralysis of Holahan's lower limbs. The old soldier grew morose and discouraged and often talked about the futility of living longer.

Yesterday morning when Mrs. Mack knocked at Holahan's door, as was her custom, there was no answer. She thought perhaps the man was in need of more sleep and did not again go near the room until the afternoon. Then she smelled escaping gas.

When Dr. Buckley, of the Brooklyn Hospital, responded to an ambulance call, he said Holahan had been dead for several hours. There was no note left by the former soldier explaining the reason for his act.

BEEF TO GO UP AND UP, CHICAGO PACKERS SAY

Scarcity of Steers Given as the Reason for Continued Advance in Price.

RANCHERS HAVE NO PROFIT

Many Quitting Business and "Barons" Are Looking to Argentina for Future Supplies—Sheep Also Decreasing.

Chicago, Aug. 9.—A legitimate scarcity of steers is the excuse given by Swift & Co. for the raise in beef of from one to two cents a pound. Armour & Co. and Nelson Morris will follow with a similar advance within the next few days, the advance announced by Swift & Co. being but a feeler by the beef trust. It is said, working under a gentleman's agreement, to see how the public will accept the new prices.

The difference in the advance lies between the values of range and farm fed steers. The latter, regarded as highly superior to the cattle fed on the ranges, have been bringing from \$10.10 to \$10.25 a hundred on the hoof in Chicago for the last week, and establishing new high prices never reached since the foundation of the packing industry. Steers from the Western ranges, lacking the plumpness of the farm fed animals, are bringing \$8.35 a hundred, also a high price record. They formerly sold for \$7.50 to \$8 a hundred, the latter price being regarded as the limit.

Cattle buyers as well as the ranchers declare that the gradual lessening of land available for feeding steers is the cause of the scarcity of beef animals. It is shown that the great ranges of the West are gradually becoming a thing of the past, that farms are taking the place of the former ranches of thousands of acres of land given up solely to grazing, and that the ranchers are simply forced to get the highest price possible for the limited number of steers they can raise on the smaller acreage.

It is a fact, ranchers say, that many of them are going out of business, not being able to make both ends meet, when the high cost of feed is considered and the limited amount of land on which they can still feed their herd. The advance in price will be to the wholesaler, who will tack it on to the price charged the smaller dealer. By the time the meat reaches the consumer the advance will jump as high as five cents a pound on some of the fancy cuts, owing to the smaller amount of capital the retailer has with which to carry on his business.

William Meeker, the executive head of the Armour interests, declares that the limit of price is not yet reached. "Cattle will become scarcer before the supply is increased," he said. "The only solution at present is the Argentine range, and this, too, will soon go the way the American range has gone in the last ten years. Instead of devoting thousands of acres to grazing, the Argentine planter now puts his land in wheat as a means of a quick realization on his investment. Wheat markets in one year, steers in not less than three."

"The American interests have established branches in the Argentine Republic and have bought up great tracts of land for grazing, renting it out to the ranchers," says Mr. Meeker. "In time we will be compelled to get all our meat from the Argentine, excepting the little which is raised by the American farmer on his few hundreds of acres. This class of meat will be so high and so superior to the range beef class that it will be prohibitive for the person of ordinary means."

Porterhouse cuts of steak, which now bring 26 cents a pound, will hereafter be retained at 35 cents which bring 25 cents a pound will be sold at from 28 to 32.

The decrease in cattle holds good in the same proportion to the decrease in the amount of available sheep. It is pointed out by the packing interests that sheep are usually raised on the land left practically bare by the steers. Hogs are becoming more plentiful, owing to the fact that many embryo farmers believe "there is money in hogs." However, the demand for pork, especially in hot weather, is small, so that the market, glutted in the fall and winter, strikes an average in the summer and leaves but a small margin for trading.

BEEF IS GOING UP AGAIN

Quotations Show Advance of One-half to Two Cents in Week.

Wholesale prices for beef have gone up another notch, according to the official quotations sent out by a prominent packing house.

The new figures state that No. 1 ribs and loins will cost 15 cents a pound, No. 2 16 1/2 cents and No. 3 12 1/2 cents. Rounds are advanced to 14, 12 1/2 and 10 1/2 cents, respectively, and chuck to 12, 11 1/2 and 9 1/2 cents. This is an advance of from half a cent to two cents a pound from the same company's figures of July 25.

The consumer, therefore, will have to pay from three to six cents more a pound at least for the choicer cuts for roasting, which, added to the already high prices, will make an appreciable difference on the weekly statement from the butcher.

In the main the rise in prices has been confined to beef, and while there has been a slight sympathetic advance in the hog and sheep markets, the prices are nearer the average than those demanded for beef and veal.

Throughout the winter and in the spring, when the boycott against beef was in progress, consumers were urged by those leading the movement to eat mutton and pork whenever it was necessary to purchase meat at all. The advice still holds good, and if beef continues on the upward trend it is predicted that these last named staples will become extremely popular.

MILITIAMEN PREPARE TO DEPART TO-DAY

7,000 Men Will Aid Regulars to Stir Up a War Cloud in Connecticut.

MAY GO IN WATERPROOFS

Regular Mail Service Will Be Established—Freighters Now Preferred for Service as Transports.

With plenty of rain clouds lowering in the sky and something of a deluge officially promised by the Weather Bureau for the theatre of mimic warfare, the seven thousand New York troops who march to-day to help the regulars stir up a war cloud in Connecticut went about their preparations yesterday to meet the apparently inevitable contingency of wet weather.

Instead of sending their "slickers" in their baggage along with the wagon trains, they kept them out for immediate service, so that in place of marching losses of khaki brown or olive drab that clear weather would have brought forth, the embarkation points this morning will probably see regiments of men in shining black, should the rain make good its threat and polish up their waterproofs with its moisture.

No important changes, however, will be made by those in charge of the big war game, which will be carried out in detail as planned, regardless of weather, and perhaps the raw troops will have a greater chance to show their mettle than they had expected.

Particular interest, both for the civilian and the expert observer, will centre this morning at points where the field artillery and engineer corps assemble. The heavy equipment of wagons, pontoons, horses, engineering implements for the corps and the field pieces and horses of the batteries would make the task of loading trains one demanding the skill of seasoned and expert troops. The army officials are paying particular attention to-day to the way the problem will be handled by New York's citizen soldiery. The expectation of rain, with resulting slippery pavements and other impediments, will add to the interest and difficulty of these practical tests.

The 23d Engineers will take train at the Harlem River station of the New York, New Haven & Hartford at 7:30 o'clock, while the 2d Field Artillery of Brooklyn will board a train of the same company at the New York Central tracks at 9th street, on the West Side, at 7 o'clock.

Go Down to the Sea in Boats.

Another point of special interest will be the embarkation at East 23d street of the 7th, 11th, 12th and 9th regiments, composing the First Brigade, under command of General Dyer. In place of the objection voiced hitherto to travelling on freight steamboats, something of a rivalry for the privilege of riding on them developed yesterday. This came about when it was learned that the regiments travelling on the freighters would have their wagon trains with them at landing for immediate use in making camp, while the troops riding in the greater luxury of a passenger boat would have to wait for a freighter to bring up their camp equipment, with possibly irksome delay.

The problem of getting their mail, which has been bothering the civilian soldiery a whole lot more than the less emotional regular army men in charge of the campaign, was taken up yesterday by Lieutenant Colonel R. F. Walton, adjutant general, at division headquarters of the national guard. It is said that the regular army plans contain no provision for forwarding mail.

"The men should have their mail addressed to the point of destination indicated in their marching orders," said Colonel Walton yesterday, "with their company and regiment indicated; also their color, Red or Blue. I shall make it my duty to see that mail so addressed is forwarded to later camps, getting an automobile and instituting a special mail service if necessary."

Mail Addresses of Militiamen.

The first destination of the 7th, 12th, 9th and 11th regiments will be New Haven; of the 14th, 23d and 4th, Woodmont; 1st Battalion, 23d Engineers, Bridgeport; 2d and 3d battalions, Derby; 24 Field Artillery, Bethel; 1st Field Artillery, Brewster; 1st Field Hospital, Bridgeport; 2d Field Hospital, Stratford; 1st Ambulance Corps, Bridgeport; 2d Ambulance Corps, Stratford; 1st and 2d Cavalry and 1st and 2d companies, Signal Corps, Bridgeport.

Stratford, Conn., Aug. 9.—Stratford became today the division headquarters in fact with the arrival here this afternoon of General Tasker H. Bliss, with his staff. To add to the real warlike aspect of things it is expected that a number of foreign military attaches, for whom quarters are being provided, will arrive tomorrow and Sunday.

Throughout the day Connecticut soil took on increasing signs of the impending campaign with the arrival of advanced detachments at the various points designated in the plans for the manoeuvres. The roads are filled with wagon trains, and tenting squads are busy preparing bivouacs for the coming regiments. Parties of signal corps men are running wires, which will be used in connection with the Southern New England Telephone Company's lines in establishing communication between the umpires and the headquarters intelligence department, while the three wireless stations of Field Company A are already working between the headquarters station and the division camp of Brigadier General Frederick A. Smith, at Milford, commander of the Reds, and that of Brigadier General Albert L. Mills, commanding the Blues, in the neighborhood of Longhill, in Trumbull.

The aviation squad, under Captain Hennessey, set up hangars and housed the aeroplanes that will play their part in the war game.

Albany, Aug. 9.—Brigadier General Les-

ter, commander of the 3d Brigade, N. G. N. Y., and Major Frank McNulty left here to-day to participate in the Connecticut war manoeuvres. The officers of the 1st, 2d and 10th Infantry, who are to observe the manoeuvres, will leave here tomorrow when the 2d Field Hospital Corps and Troop B, 1st Cavalry, who are to participate, will also depart.

SOLDIER KILLED BY TRAIN

Coast Artilleryman Had Been at Manoeuvres Off Fort Terry.

[By Telegraph to The Tribune.] New London, Conn., Aug. 9.—Walter Keese, twenty-two years old, a member of the 18th Company, U. S. Coast Artillery, was killed by a New York, New Haven & Hartford Railroad freight train at the John street crossing at 8:45 o'clock tonight.

Keese, with fifteen other members of his company from Fort Hancock, was on detached service aboard the mine planter, General Royal F. Frank, which had just returned from manoeuvres off Fort Terry. Keese's relatives live in Hoboken.

WHERE DID SMITH GO?

And Also Where Did Miss Bloomer Go the Same Day?

Allendale, N. J., Aug. 9.—The family and friends of A. B. Smith, bookkeeper in a Broadway bank, New York City, and president of the Social Club connected with the Roman Catholic Church at Waldwick, are anxious to learn the cause of his disappearance ten days ago. Mr. Smith is about forty-five years old and has a wife and two sons, George, thirteen years old, and Lester, fifteen years old. It happened that Miss Grace Bloomer, twenty-three years old, daughter of A. J. Bloomer, of Allendale, mysteriously disappeared on the same day, and her father so far has been unable to find her. She was employed in New York as a stenographer. She commuted on the Erie Railroad, as did Mr. Smith, but there is nothing so unusual about that. But Mr. Bloomer, who is a marine engineer for the New York, New Haven & Hartford Railroad, is said to have gone to the bank where Mr. Smith was employed for twenty-five years and is said to have been told that Mr. Smith had resigned his place and had gone—where the bank officials knew not.

SAVED BY STEEL CARS

Remarkable Escape of Passengers When Western Train Was Derailed.

St. Louis, Aug. 9.—A number of passengers were injured when Mobile and Ohio train No. 2, from Mobile to St. Louis, was derailed near here this evening. The train was composed of steel cars, which were making their first trip, and trainmen said the steel coaches prevented loss of life. The train was trying to make up lost time.

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