

UNCLE SAM NEEDS THE MONEY  
NOW AS MUCH AS EVER BUT  
WAR SAVING STAMPS.

# TUCKERTON BEACON

AS WEEKLY VISITS OF THE BEACON FOR \$1.00. SUBSCRIBE TODAY AND KEEP IN TOUCH WITH THE HOME TOWN.

VOLUME XXXI

TUCKERTON, OCEAN COUNTY, N. J. THURSDAY AFTERNOON, APRIL 24, 1919.

NUMBER 34

## Want Lower Railroad Fares For Shore Towns

GENERAL MANAGER JOHN C. PRICE AND SENATOR FREILING-HUYSEN ASKING SAME CONSIDERATION FOR INLAND SHORE RESORT TOWNS THAT IS GIVEN BEACHES.

We print the following letter, written by Senator FreilinghuySEN to the United States Railroad Administration at Washington, showing the efforts put forth by the Senator, in connection with General Manager J. C. Price, to secure the same excursion rates to the shore towns that are in force during the summer months to stations on Long Beach.—Editor.

April 17, 1919.

Mr. Gerrit Fort,  
Assistant Director,  
Division of Traffic,  
U. S. Railroad Administration,  
Washington, D. C.

My dear Mr. Fort:  
Permit me to submit the accompanying letter from the General Manager of the Tuckerton Railroad Company, the same being self-explanatory.

You will recall, I think, the correspondence we had last summer, regarding special passenger rates to the various New Jersey summer-resorts. The Railroad Administration very considerably took my view of the situation, which was entirely proper, and in the interest of both the traveling public and the Government, and arranged a reduced rate for this class of traffic to the various coast resorts, etc. I understand similar action has been ordered for the present season.

There is one phase of the question, however, which has been overlooked, the result being an injustice to many communities in New Jersey; and, doubtless, the same may be said of other states.

Those familiar with the New Jersey coast are aware that, stretching from Cape May to Bay Head, say seventy-five miles, are to be found a series of bathing resorts, lying directly upon beaches, from a few yards to a mile in width, which are separated from the mainland by a continuous series of thoroughfares and bays, some narrow, but others probably five miles in width.

The Railroad Administration in arranging special summer-resort rates, has lost sight of the fact, if I am correctly informed, that, situated on the mainland side of these inland waterways, within sight of the ocean in many cases, lies a series of villages, which are quite as distinctively summer-resorts as are the towns directly upon the ocean.

Indeed, many of these villages were known as summer-resorts many years, a century, indeed, in some cases, before certain more prominently known cities had emerged from the blue-print stage.

Let me illustrate, Barneget City, a small village at Barneget Inlet, of modern origin, is given special rates, while the ancient village of Barneget, almost in sight of the ocean, which has been a recognized objective, on the part of gunners and fishermen for more than 100 years, is penalized with the three-cents-a-mile rate.

I may say the same thing of Tuckerton, which is on the mainland margin of Tuckerton or Little Egg Harbor Bay, opposite and within sight of Beach Haven. The latter gets a special rate, while Tuckerton, which was a favorite resort for gunners and fishermen for half a century before Beach Haven found a place on the map, is burdened with the three-cents-a-mile rate.

Incidentally, I might add, most of the present frequenters of this and similar resorts, are now in the habit of traveling by automobile, owing to the prohibitive railroad rates—the Government being a decided loser thereby.

There are scores of towns similarly situated, lying on the great bays along the New Jersey coast, which afford the same facilities to sportsmen as do the more-frequented bathing resorts directly on the beach; perhaps better facilities.

Therefore I beg to endorse the plea of the General Manager of the Tuckerton Railroad Company, submitted

and effective steps be taken to give the same passenger rates to the towns on that road, bordering on the coast waterways, which are enjoyed by the patrons of the bathing resorts, some of them only a few furlongs distance.

I may add that the Tuckerton Railroad is not under the direct control of the United States Railroad Administration, but it is operated in conjunction with the Pennsylvania Railroad,

all the points of said road being reached by direct train-service out of Camden, over the Pennsylvania Railroad.

Various other towns, in Atlantic and Cape May counties, almost within gun-shot of the ocean, reached by the Pennsylvania and Reading lines, are similarly situated to those on the Tuckerton Railroad, which lies wholly within Ocean county.

Yours very truly,  
(Signed) J. S. FreilinghuySEN  
U. S. S.

### RECENT WEDDINGS

Morey—Toy

A pretty home wedding was solemnized last Saturday at the home of Mr. and Mrs. Charles W. Morey when their daughter, Miss Mary E., became the bride of Robert H. Toy, of Cape May. The ceremony was performed by Rev. William Dishbow, pastor of the M. E. Church. Miss Sophie A. Morey and Frank Morey, brother and sister of the bride acted as maid of honor and best man. Mr. Toy is in the U. S. Navy and is stationed at the Radio. Only the immediate relatives and a few friends of the family were present. The happy couple left on the 3:05 train for a trip to Philadelphia and Cape May.

Gifford—Ludwig

Miss Lucy A. Gifford, daughter of Mr. and Mrs. Henry C. Gifford, of this place and Mr. Orrin B. Ludwig, of Philadelphia, were united in marriage at the M. E. Parsonage at Williamsburg, by Rev. S. K. Moore, on Monday evening, April 21. They were accompanied from Tuckerton by Misses Elizabeth Smith and Della Falkenburg. Before the young couple started for Williamstown a reception was given them at the home of the bride's parents. They are on a wedding trip to Philadelphia.

3000 POUNDS OF USED CLOTHING  
GATHERED BY RED CROSS DRIVE

More than a ton and a half of used clothing was gathered in by Red Cross workers for shipment to Europe in the recent drive in this country. It is quite likely that complete returns will make it two tons. This is not so much as was secured in previous drives, but the attics and closets were pretty well cleaned out last fall, and there was little to find in them this time.

METHODIST EPISCOPAL  
CHURCH NOTES

Rev. J. D. Bills, the new superintendent for this district, preached Sunday evening from the text "And His Thoughts Troubled Him." The first quarterly conference was held Monday evening. The Easter morning services were well attended when the pastor preached from the subject "The Results of the Risen Christ."

The series of meetings being held each night this week (except Saturday) are well attended. Come out and enjoy these services.

The men's praying band will meet at the home of Oscar Hickman next Monday evening. Rev. C. S. Ford and Joseph Swain will be the leaders. Be there men.

Services the coming week as usual. You will be welcome to them all.

### West Creek

Measure. Edward L. Shinn, William J. Shinn and Mrs. Edward L. Shinn motored to Atlantic City on Saturday and spent Easter with Mr. and Mrs. J. E. Lippincott.

Mrs. Herbert Stiles went to Philadelphia on Wednesday to march in the Philadelphia section of the Navy League in the Victory Loan Parade of regular troops and uniformed organizations of women. Mrs. Stiles belongs to the Philadelphia League and serves as an efficient member of an important committee.

Eugene Parsons and the Misses Emogene and Adele Parsons, of Atlantic City, motored up on Friday last and Miss Leah and Gladys Cranmer returned home with them for the Easter holiday.

Mrs. Elizabeth Jameson entertained over Easter her children as follows: Mr. and Mrs. Lewis Schuyler, of Mount Holly; Mr. and Mrs. Alfred Jameson and son, of Manasquan; Mr. and Mrs. Frank Cobb and family, of Collingswood.

The Misses Helen, Bebbie and Mildred Pheasant, of Merchantville, spent the week end with Mrs. J. C. Horner.

Mrs. Norman Strodt and Charles Stevens, of Philadelphia, were recent guests of Mr. and Mrs. A. J. Leigh.

Capt. Herbert Stiles spent several days of this week in the Quaker City. R. F. Rutter attended the Grand Lodge of F. & A. M. and a banquet of the Veterans Association of that order in Trenton last week.

Mr. and Mrs. Oscar Parker recently entertained Clinton Shinn and Selah Shinn, of Camden.

Miss Lillian Cranmer, of Camden, was a recent guest with her grandparents, Mr. and Mrs. I. C. Johnson.

Among those of our young people who came home for the Easter holiday, we note: Miss Katie Shinn, of Philadelphia; Mrs. John Purves and Walter Purves, of Philadelphia; Frank E. Cox, of New York; Watson Pharo, of Salem.

N. B. Cox has purchased a new Chevrolet car and is now handling the wheel like a veteran.

Mr. and Mrs. J. C. Horner, J. Howard Shinn and Mrs. Frank Shinn, took a pleasant trip by motor last week through the upper part of the county, stopping at several important towns; shopping and visiting friends.

Miss Sara Rutter entertained Miss Helen Reed, of Marlton, last week.

Mr. and Mrs. J. W. Salmons, of Atlantic City, Miss Alma Salmons and Joseph Collins, of Port Republic, motored up and spent Sunday with friends here.

Mrs. Clara Sprague, of Beach Haven spent part of this week with her parents, Mr. and Mrs. I. C. Johnson.

ANOTHER COLLECTION

OF WAR RELICS

The First National Bank, of Barneget, has an exhibition in their bank lobby a fine collection of souvenirs collected on the Meuse-Argonne front by 1st Lieutenant W. S. Sprague, of the 46th Coast Artillery U. S. A. The collection has among other things, German and Austrian rifles, privates and officers helmets, gas masks, shells used in various rifles and cannons from one pound to French seventy-sevens. Also a map showing the sector on which the Americans did their best fighting during the closing days of the war. This map is burnt in places caused by upsetting candle when the big guns exploded. Lieut. Sprague was formerly employed in First National Bank and has loaned this collection for exhibition in connection with the drive for the Victory Liberty Loan.

He personally gathered in these various relics from the battlefield, and is now back looking fine after his experience in pounding big shells at the huns. He is now connected with the division of Finance and Auditing of the War Department.

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### Mayetta

M. L. Cranmer has sold during the past two weeks the following cars:

Chevrolet Model 490 touring cars to Alex Ihman, Manahawkin; Clarence Gale, Tuckerton; Nathan B. Fox, West Creek; William Chamberlain, Toms River; George W. Frazer, Forked River; Chevrolet 490 Sedan to James W. Parker, Tuckerton; Baby Grand Chevrolet F. B. Model to Dr. Hillard, Manahawkin, making the fifth Chevrolet the Doctor has purchased. Harry Holloway also bought his fifth Chevrolet when he purchased a Royal Mail F. B. 5 Chevrolet Touring car. Mr. Cranmer also sold 5 second hand cars of different makes. He reports that he is in the auto business to give service, that his garage is equipped with free air and you are welcome to stop at any time and have your tires filled without cost.

Anxious About Baby.

Harold is rather jealous since a wee brother came to his home. It was bed-time, and mother was busy with baby and could not rock Harold, as had been the custom. Coming up to his mother, he asked: "Don't you think baby ought to lay down in the bed so he can rest his back?"

Real Shore and Chicken Dinner

Dainty lunch served until 12 p. m. Largest and best dance floor. Latest music. Regular dance Tuesday and Friday evenings. Greyhound Inn, Forked River, N. J.—Adv.

SAFETY—SAFETY—SAFETY

Can we be of assistance to you?

THE TUCKERTON BANK

3 PER CENT. INTEREST PAID ON TIME DEPOSITS

Deposit Boxes for Rent in Fire and Burglar Proof Vault

\$4,500,000,000

Is the amount of the VICTORY LOAN

The people of this section have responded nobly in the other Loans, and are now asked to "do their bit" again.

What will the answer be?

SAVE

By investing in the best security obtainable; a Government obligation, backed by the resources of the greatest nation in the world.

LEND TO YOUR GOVERNMENT

Many think when they buy a bond that they are giving to the Government. This is absolutely wrong. You are not giving. You are lending at a good rate of interest.

SAFE—SAFE—SAFE

Can we be of assistance to you?

THE TUCKERTON BANK

3 PER CENT. INTEREST PAID ON TIME DEPOSITS

Deposit Boxes for Rent in Fire and Burglar Proof Vault

Baugh Fertilizer, \$2.60 per 100 pounds. Half ton lots delivered.

J. E. Cox & Son, West Creek, N. J.

FOR SALE

Baugh Fertilizer, \$2.60 per 100 pounds. Half ton lots delivered.

J. E. Cox & Son, West Creek, N. J.

### LOCAL NEWS

The Ladies Aid Society will hold a social in the lecture room of the M. E. Church, Monday evening, April 28th. All members invited.

There will be a special meeting of the W. C. T. U. held at the home of Mrs. Rebecca Parker, Tuesday evening, April 29th.

Boatmen are overhauling boats and engines.

Mrs. Lillie Falkenburg, of Atlantic Highlands, is visiting Mrs. Hope Gaskill and her brother, Rev. N. B. Rockhill.

Mrs. Jennie V. Mathis has returned to her home here after spending the winter in Florida.

Auto travel increases as the weather improves.

A. J. Durand is building a bungalow on Tuckerton Creek near Crozier's Railway. Mr. Durand, who was a former resident of Tuckerton, will spend his vacations here.

Mr. and Mrs. W. S. Fryer, daughter Miss Grace and sons Samuel and Lloyd, of Mount Holly, were in town Tuesday. They came by auto and were on their way to Beach Haven.

Lee Taylor, of Philadelphia, is here for an extended visit with his brother, George Taylor.

Mr. and Mrs. George A. Mott and son Jack, of Trenton, were week end guests of Mrs. Orlando Darby.

Flour is on the upgrade again—in price, not in quality.

Vegetation is coming forward at a tremendous pace, and it will be but a short time when nature has on her full summer dress.

James L. Pennypacker, publisher of Haddonfield; Miss Katherine Hagy, librarian of the University of Pennsylvania; Miss Hannah Redman, teacher of domestic science in the James Madison Public School, of Philadelphia; Dr. Arabelle Clark, teacher of science in the Germantown High School; Rev. Eugene Harshberger, pastor of the Oak Lane Park M. E. Church and Prof. John W. Harshberger, professor of botany of the University of Pennsylvania, composed a party on three days hike, who arrived in Tuckerton Friday evening.

They came across the plains from the Smokey Place and went from here to Egg Harbor.

Mr. and Mrs. John Stevens and daughter, Mrs. Anna Stanger, of Millville, were week end guests of Mr. and Mrs. William H. Gale, Sr.

Mrs. George Wills and daughter, Mrs. Charles H. Webb, were visitors in Philadelphia last week.

Warner Rider, of the Ship Bottom C. G. S., has returned to his duties after being off a week on account of an operation on his ear.

Granville M. Price has accepted a position as accountant with the U. S. Shipping Board in New York.

Irwin Walton was home from Philadelphia to spend the Easter holidays. He had as his guests Alex Krager and Edward Jacobson.

Miss Mildred Lane entertained Misses Margaret and Sara Clark, of Bordentown, over the weekend.

Mrs. Louise Seaman, of Beach Haven, is visiting her daughter, Mrs. William Mott.

Edward Maher, of Philadelphia, is spending the week with his sister, Mrs. J. E. Kelley.

ANOTHER COLLECTION

OF WAR RELICS

Rev. J. S. McClellan, of Princeton, will preach in the Presbyterian Church next Sunday.

James W. Parker, Jr., who is employed in Philadelphia, is enjoying a week's vacation at his

# AMERICA to RIVALE BRITAIN on SEA

**Merchant Fleets Will Be  
Nearly on Par Within  
Five Years, Peace Con-  
gress Experts Believe.**

By LLOYD ALLEN,  
Special Staff Correspondent.

(Copyright, 1919, Western Newspaper Union.)  
ARIS.—America is starting out to become a big maritime power. With their great shipyards just coming into 100 per cent production, Americans can expect, within five years or so, to see their flag flying over a fleet of merchant carriers nearly as large as the British fleet of merchant boats. This prediction is made from figures and material supplied by the American shipping experts in Paris and by estimates made by the British chamber of shipping in London, of which Lord Incheape is the head.

In 1921 the British will be in the lead. America will then have 10,000,000 tons of boats while the British will have 19,000,000 or 20,000,000. America expects to maintain her shipbuilding plants until she eventually has 20,000,000 tons of boats—good, substantial boats. That will require five years perhaps. Much will be heard about friction between our government and the British over this question of shipping, but it may be taken for granted that America is maintaining a pretty fair kind of an understanding with her British friends on the proposition.

From the British shipping interests there probably will come a long series of protests over the fact that America is branching out as a powerful factor in the shipping business. But these howls, even though they be long and loud and very sincere, will not mean that America and Great Britain are at daggers' points over the matter of ships.

America will, without doubt, have her arguments

with the British over many issues that will come up incidentally as the shipbuilding program grows—and through it all one may expect to see the eminently fair and just elements in the British government agreeing in word and spirit to the fundamental policy of the American government on shipping affairs—a policy that is not new. This policy was first expounded by Benjamin Franklin, namely, that America should have enough ships to carry 50 per cent of her exports and imports. Franklin held that every nation needing foreign-made goods or raw materials, having raw materials and manufactured goods to sell overseas, should own a fleet capable of carrying half of its national imports and exports.

He used to draw a picture of a theoretically perfect balance in this important economic question. For the sake of illustrating his point, Franklin would state that a full balance, in the ship business, could always be maintained if warehouses put half way across an ocean, served as points of interchange for the overseas trade between two nations. One nation would take, in its own ships, all of its goods for export and leave them at the warehouse—this imaginary point in the middle of the sea. There the ship would load up with goods from the second nation and haul them back home. Ships of the other nation would follow the same program.

Naturally enough mid-ocean warehouses are a physical impossibility. And no two nations could ever have anything like equal tonnage to exchange. For all practical purposes, except in the matter of framing policies, the Franklin scheme is blackboard stuff, very useful in explaining the theory of foreign trade to a schoolroom, but of no much importance to the ship-building engineer or foreign trader.

## All Cannot Be Shipping Nations.

Then the whole world cannot be guided by the Franklin idea. Many nations are unable to get into the shipping game seriously. They lack materials for shipbuilding, perhaps, or they lack deep-water ports open the year around. Russia, under the czars, made a 300-year-long fight for a deep-water port open 12 months out of every year. Switzerland has no ports. Italy lacks steel and coal for operating shipyards. And so the story goes. Most nations for one reason or another keep out of the big shipping game on account of natural obstacles.

In this very situation, what might be termed the economic and political misfortunes of the smaller nations work to the advantage of the bigger maritime nations, helping their ship business.

Today America and Great Britain have entirely different policies on the problem of world shipping. We are going into the game, according to our shipping experts here in Paris for the peace conference, because it is of vital importance for the future of America to own and operate a fleet big enough to carry 50 per cent of our exports and imports. Such a program is almost mandatory for the future prosperity of the United States. We need a merchant marine to complete our already enormous industrial system, our chain of big factories. We need ships to haul our grain to foreign lands; to transport our raw materials. We must face the future placing ourselves at the mercy of any other nation's ships and shipping interests, our shipping officials say.

In this war—just ended with the defeat of Germany—the whole world had a concrete example of what ships mean to a nation. Japan, by gaining for a time the shipping supremacy in the Pacific, has been able to almost paralyze Chinese foreign trade with America and boast Japanese trade with the United States by the simple expedient of operating Japanese-owned ships for the benefit of Japan; a thing she had every right to do. There were not enough ships to go around—and the Japanese adopted the policy that Chinese trade should suffer rather than Japanese.

This condition will rapidly right itself; but in the meantime the Chinese had to suffer in silence. There are dozens of other examples that shipping men point to by way of illustrating the necessity for America to go into the shipping business

## Ancient Festivities.

The Druids, when proclaiming the new year, are said to have disguised themselves in women's robes and celebrated for days with great frivolity and extravagance, while the Athenians were famous for the splendor and number of their mask festivals; it is asserted that at one period there were more holidays than working days in the calendar. These festivals were given in honor of the various gods,

one of the most notable being the festival of Apollo, an old history showing that one of the favorite foods at this great feast was what is known in modern parlance as the much-abused baked bean.

**Up for Morning Chores.**  
It was the next morning after the arrival in camp of a big batch of drafted men and among them were many boys from the farm. Along about 4 a.m., one fellow over in the corner of the barracks, evidently for-

getting where he was, decided it was time to get up and proceeded to do so, making all the noise he was accustomed to at home. After waking up many of the other new arrivals, one of them shouted at the early riser: "Lie down there and go to sleep! You don't have to milk the cows this morning."

**Savant's Vacation.**  
A highbrow friend of ours who has a chair in the faculty of a great university, who is a world's expert on ex-

perimental physics, and whose opinion on physical forces is the last word, admitted the other day in a personal conversation that sometimes he wearied of it all.

"I want a rest," he said: "I don't want to be anybody much for a while." "Well," we said, "if you had your wish, what'd you rather be for a while?"

After careful thought he replied: "I'd like to be a dog so I could chase a cat up a tree and bite a tramp."—Richmond Times-Dispatch.

Only back and forth, finally burying his face in his hands and crying violently. My surprised father said: "My dear man, what is the matter?" Between sobs the bridegroom replied: "I was just thinking what a fine woman my first wife was."—Chicago Tribune.

**Heroic Preacher.**  
In a little cave on a hillside, under shellfire, a war correspondent found a preacher-secretary tending his little group of wounded. The men had fallen too fast that day for the ambu-



BRITISH SHIPYARD WITH THREE SHIPS ON THE WAYS ONE READY  
FOR LAUNCHING

to a point where the American fleet is balancing the American factory and agricultural resources.

**Plan Fleet of 20,000,000 Tons.**

Briefly, the American policy is to create a fleet of something like 15,000,000 tons by 1921 and 20,000,000 eventually. This will help replace the ships lost in war and needed by the world at large and will put the American merchant marine on its feet.

Eventually we will try to operate a fleet of just a bit more than our rightful 50 per cent, since we expect to have a constantly growing South American trade that should be handled in American ports as much as possible.

While America is looking at the ship business on a sort of 50-50 plan, the British view the whole situation from an entirely different point of view. They could not possibly operate on a policy that would fit American ideals and plans for the future. The British, industrially and geographically, differ too much from America to permit them to follow a program similar to ours.

Here are the main points where the policies of the two countries differ on the authority of the best-informed American ship men here in Paris:

America will operate her ships on a nonprofit basis. The fleet will be considered during the next few years, as an adjunct to America's resources, a servant of our farms and factories.

The British, in the meantime, will continue their policy of operating ships for a profit. Shipping with them is a business in itself, a business that is supposed to pay, and does pay, satisfactory dividends.

While the Americans consider ships as a means toward an end—that is the building up of a foreign trade, the British will operate their ships for the profit that is made by ships. They are in the game to make money out of carrying tonnage across the seven seas—they have acquired the heritage of the Seven Seas—and they intend holding their

It is understood, on American authority here in Paris, that government control of American shipping is to last only a relatively short time—until the defunct law of supply and demand has again gone into operation, when the world trade routes have been reconstructed from the havoc wrought by war.

It is expected, however, that the American government will always stand committed to a policy of ship control on certain definite phases of the business. For instance, the government should not be expected to permit rival ship lines flying the American flag to embark on cut-throat competitive programs for bushness. It would be against the government's policy—after the days of rigid control have passed—to permit rival ship lines to operate more ships on a given trade line than the tonnage of that route demands.

More American ships mean more naval vessels. Our navy must be maintained so as to compare favorably in size with the merchant fleet. Not that we are making ready for an era of excessive armaments.

This much is settled, however: America is beginning her career as a great maritime power, and the American government is going to try to make the life of our sailors as comfortable, as well paid and as respectable as the life of any well-paid employee in a modern American business concern.

Our young men of this generation and the coming ones will gradually become greater world travelers than they have been since the early days of our republic, and America probably will never regain the feeling of isolation from world affairs she had before her entry into the great war.

We will both be great sea powers. Britain will endeavor to have all the tonnage she can; America will strive to keep up a first-class fleet that can transport overseas 50 per cent of our imports and exports, which is our just share of deep-sea traffic. And we will also take on, as the months pass and as the world gradually returns to the ways of peace, a goodly proportion of the South American trade, providing plans of the American official do not go away.

How will America and Britain achieve the aims of their big shipping men? What is the job ahead for American ship yards? What will the entry of America mean in the world business of shipping?

These questions represent some of the outstanding points of the whole situation.

British shipbuilders and owners who are now protesting against continuation of governmental control, will build something like 3,000,000 tons of ships in the next two years, possibly more, in order to bring the British mercantile marine up to 19,000,000 tons, according to the British chamber of shipping in London.

It is expected that the American shipyards will be capable of turning out 11,000,000 tons in the next two years. If both programs are realized the world will have returned to better than a peacock feather in the matter of ships. When the peace conference started there was a world shortage of something like 6,000,000 tons. Some experts estimate the deficit at 9,000,000.

One of the things we can expect from the American shipyards is a better lot of ships than the

average germs, sunshine being nature's greatest germicide. Shown these facts the modern business farmer at once decided that sick animals were bad investments, so he accepted the modern way of housing his animals.

**Good Barn for Average Farm.**

On the average farm, however, not such a great number of live stock are kept as to require a large barn. The building shown in the accompanying illustration is designed to house four horses and seven cows and to provide storage space for their winter's supply of feed. This gambrel-roofed barn will meet the requirements of a majority of farmers. The floor plan shows how the stalls are placed in the two compartments, it now being required in many states that milk-producing cows be separated by a closed stall from the horse barn, as the ammonia fumes in the latter contaminate the milk.

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Established 1890  
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as second-class matter.

Thursday Afternoon, April 17, 1919.

## As the Editor Sees It

The Federal Highway Council  
Good for the farms, good for the towns, good for the nation;—GOOD ROADS!

Every good road is a blessing to its locality. Where the roads are in good shape intercourses between the town and the country tributary to it is facilitated. Perishable products from the farm, instead of being left to spoil on the ground, can be brought promptly into town, and either utilized there or shipped away to find their market. The town has the benefit of increased trade from the farmers.

To these manifesting advantages we may add the lessening of wear and tear on horseflesh, wagons and automobiles which good thoroughfares bring, and the prevention of a thousand annoyances.

Social and civic intercourse are also made much easier for the farmers. If they can reach their nearest town in ease and comfort they will make friends there, take an interest in its improvements and business and become members—and most valued ones—of the community.

A new body called the Federal Highway Council has just been organized to further the building of hard roads in all states of the union. It will act as an advisory council to state and local organizations, working in harmony with them and striving toward the same end.

It will back the Townsend bill now pending in congress, which appropriates \$425,000,000 for national highways. This sum, if our legislators pass the law, will be used to further an improved system of roads for every state.

An excellent reason for carrying out this work at present is the amount of employment it would supply to returned soldiers and sailors. The benefits of this undertaking would be felt by every class of people in the nation.

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**Urban vs. Rural**  
Chicago and Detroit, two of our largest Western industrial centers, have just been confronted with the question "wet or dry" in an election. Both unhesitatingly voted "wet."

The Chicago question was purely a municipal one. In Michigan the voting was state-wide. The state went dry.

The sentiment in rural communities is largely against the sale of liquor. This is probably because the smaller places are more largely American, and the customs of life are simpler. The complex life of a great city, full of foreign element, and with less social restraint favors the "wet" side. The small places go "dry."

In a state-wide election the small places can always outvote the large ones. In the end the rural communities can enforce their standards and wishes upon the city dwellers. We look in time for the principals and sentiments of the country to clean up the large cities, in many direction.

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**Railroads and Bankruptcy**  
The railroads are broke.

Their debts grow like rolling snow balls. Ever since they got out of the hands of private owners they have been as profitless as soda fountain at the North Pole.

The private owners were not angels. Their motive was not philanthropy. Their inspiring purpose was to make money for themselves—all they could. But if they did not give some kind of service in exchange for it they could not make any.

They could not fall back on taxation. The government perhaps feels that it can, but since filling their income tax declarations the people begin to think that there must be some limit to taxation.

The answer seems to be a special session of congress to deal with the problem. Without funds for extension, improvements and repairs the condition of the railroads when summer trade activities are timed to begin will put the country face to face with a situation comparable only to a total crop failure or a devastating earthquake. The roads cannot be thrown back at their owners in their present shape, and only congress can formulate a plan for preparing them for this consummation.

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**A Fair Exchange**  
America is invited by the Russian government to supply raw materials in return for printed paper—called money.

We have quite a lot of Russian printed paper already that is good enough for pipe-lights, and not much more; but this is not the point. The question is: Why does Russia want raw materials? Her territorial domains are far larger than ours, and equally productive of most kinds of wealth. Can't she use her own?

She had some at the beginning of the present regime—inherited from the last one, but she has used most of it up. To get more minerals she will have to mine them, and people are not doing that or any other work in Russia just now. Some are in the army and some are resting.

Cotton she can get only by importing, but she can grow her own wool. The sheep, which are not Bolsheviks, will do their bit; but how about the weavers? Some are in the army and some are resting.

And even if they got raw materials they would continue resting.

President Wilson is said to be watching affairs in the United States very closely. Let us congratulate the president upon his excellent eyesight.

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The income tax and the plus tax are not founded upon the principle "To him that hath shall be given," but upon "From him that hath shall be taken away even that which he hath."

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Michigan was always proud of her water power, and since going dry she will probably use it more than ever.

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One domestic crop has failed entirely since we went into war. That is the crop of domestic servants.

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Buy all the notes of the Victory Loan you can, and then some. 4% interest should interest you.

## FARM PROFITS WILL AID LOAN

**Rural Business Men Are Well Able to Take Up Share of Bonds.**

More than ever before the American farmer finds himself in the position of comfort and prosperity which is his just due. Lean years are for him no longer.

Last year the average of farm earnings broke all records. Six million farms in 1918 produced crops worth \$12,280,000,000. This year it is estimated that a greater wheat acreage than ever will be shown. Naturally, the farmer is making the most of his opportunities, and with guaranteed wheat prices and higher prices for everything he grows, the outlook for him is most encouraging.

And Europe will furnish a market doubtless for all he can grow, including his fat hogs at \$50 and his steers at \$150 per.

It would be interesting, if possible, to assemble comparative statements of the farmers' bank accounts now and five years ago, and, incidentally, the list of mortgages that have been cancelled. And it would be more interesting perhaps to have a statement of the Liberty Bonds now in the hands of these tillers of the soil.

For it has been charged that the farmer as a buyer of Liberty Bonds has cut a sorry figure. Which may have been the case in spots, but not generally.

And very soon the farmer will have an opportunity to prove that he is not without loyalty as well developed as any man's. For another loan is almost in sight, a loan that will draw heavily upon us all.

Because of his price guarantee of \$2.26 a bushel, Uncle Sam stands to lose from 50 to 75 cents upon every bushel of wheat harvested next season. Having made this guarantee to the farmer, he will make it good. That is Uncle Sam's way.

But what is Mr. Farmer going to do for Uncle Sam in the next Liberty Loan?

In every Liberty Loan to date the farmer, as a class, has bought less bonds than men in other prosperous classes. He has been able meanly to get more sugar, coal, and everything else upon which the government put a restriction, than others have.

Of course, there were exceptions to this rule. There were whole communities, whole counties, and in a few instances, whole States, where the farmer showed signal patriotism. Among those States were Pennsylvania, New Jersey and Delaware.

The big question now, when he stands to cash in at a 25 per cent premium upon his wheat crop, is he going to do next Liberty Loan drive?

And it interests every one of us, for in the finality we will pay the bill. The chances are flour prices will still keep right where they are.

Europe is buying wheat right now from the big accumulations of the last two or three years in Argentina and Australia at something like \$1.50 a bushel.

Without the government guarantee the American farmer would be getting no more than this price now.

And if he is to save his face, if he is to retain the respect of the American public, if he is to continue to be regarded as the backbone of the nation, he must do his part in this next bond issue.

Some Liberty Loan officials are suggesting that the farmer should buy a \$100 bond for each 100 bushels of wheat that he sells to the government. He has made the profit and should have no hesitancy in taking a high grade security in payment for the difference between what the government gets and what he gets for his wheat.

### CLIP YOUR COUPONS

The Saturday Evening Post gives the following advice:

It seems that many holders of Liberty Bonds are not collecting the interest when it falls due. If it is a small bond the half-yearly interest is a small sum. Perhaps it does not seem to the holder worth bothering with. Perhaps he does not know how to do it.

Every six months an interest coupon, attached to the bond, falls due. It is as good as money at any respectable bank. Cut it off and hand it in at the bank. Then put the amount into War Savings Stamps or into another Liberty Bond subscription.

We have found bondholders who failed to clip coupons with the idea that by letting the government keep the interest money they were helping on with the war, but that is not the way to do it. When interest falls due the Treasurer must hold in readiness a sum sufficient to pay it all. By collecting the interest and investing the proceeds in stamps you take it off the Treasurer's hands and clean up the books.

Take your Liberty Bond investment seriously. Clip the coupons when they fall due.

And even if they got raw materials they would continue resting.

## HERE ARE FOUR OF PENNSYLVANIA'S BIG VICTORY LIBERTY LOAN CHIEFS

As Advisory Committee Members They Will Speed the County Campaigns.



## ADVISORY BOARD WILL BOOST LOAN

"Home Rule" Is Slogan of Pennsylvania County Campaign.

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"Home Rule" as a principle of county campaigning for the Victory Liberty Loan will be applied through the Advisory Committee for Pennsylvania, which has now been organized on the group plan.

The Advisory Committee of twelve members, seven of whom are the representatives of seven groups of counties into which the Pennsylvania section of the Third Federal Reserve District has been divided. Through these group representatives the campaign requirements of the various counties are being presented from time to time to the Advisory Committee.

In this way the special needs of every county can be given full consideration and action taken to produce the best results in promoting the sale of the loan.

The group representatives have been holding conferences with the chairmen, secretaries and publicity chairmen of the various counties at which campaign details have been formulated.

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UNCLE SAM: "HERE'S THE BILL! PAY IT WITH VICTORY LIBERTY LOAN SUBSCRIPTIONS."

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# The RIVER

By EDNAH AIKEN

When the Colorado Burst Its Banks and Flooded the Imperial Valley of California

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CHAPTER XXXI—Continued.

—11—

The veil of fear was torn from her eyes. The trembling woman was gone, a vengeful wildcat in her place. "Left me, Maldonado? Left his home, where he traps the Indian with one coin in his pockets? No, señor. He brought her to our home, there; Lupe, the wife of Felipe, the Dugino. I told him not to fool with Felipe; the Indian was dangerous; he had hot blood. Maldonado struck me—he kicked me—he said I was jealous—and hit me again.

"Maldonado told me to get a big meal. I told him that it was for Felipe. When I said I would not cook for that treachery he cursed me, he kicked me again." She threw off the rebozo, dragging her dress loose. "Don't," frowned Rickard. He had seen a welt across her shoulder—screaming line of pain.

She wound the rebozo around the dishonored shoulder. "I cooked his dinner! There was a lot of liquor—Felipe was drunk; the tequila made him mad, quite mad. He seemed to know something was wrong; he fought as Maldonado dragged him to the cell, the senior remembers the cell? The next day Maldonado sent two rurales. They started the next day for Ensenada, taking Felipe; that day Maldonado brought Lupe home. I said she could not stay and he laughed at my face, señor. He put me outside the walls. I beat that gate until my fingers bled. I remembered the kind face of the senior, and then I came here. You will help me, señor?"

Rickard shook his head. "I shall have to look into this thing. If this is true it's for your husband. You won't have to fear Lupe."

"When he gets out he will kill me, señor."

The terror was seizing her again. Before she could begin her pleading he called to MacLean.

"Ask Ling to find a tent for Senor Maldonado. Tell him to give her a good meal."

He must trap the rogue. That infernal place must be closed. The woman had come in the nick of time. Those tribes were to be guarded as restless children.

CHAPTER XXIV.

**Rickard Makes a New Enemy and a New Friend.**

The coming of the Indians gave the impetus the work had lacked. Under Jenks of the railroad company a large force was put on the river; these, the weavers of the brush mattresses that

a half hour wheeling. They met at the starting place. "Ling go tamale."

"Oh, Lord," groaned the manager, capitulating. "All right, Ling."

With the dignity of an oriental prince, Ling pattered out of the tent. Rickard was puckering his lips at his secretary. "I'd rather take castor oil."

A half hour later, MacLean saw his master leave his tent. He was in fresh linens.

"I wouldn't swap places with him this minute! She'll be as mad as a wet hen!"

Mrs. Hardin, from her bed by her screen window, saw him coming. She slipped into a semihiggle of alternate rows of lace and swiss constructed for such possible emergencies. She did not make the mistake of smoothing her hair; her instinct told her that the fluffy disorder bore out the use of the negligee. She was sewing in her ramada when Rickard's knock sounded on the screen door.

Despite his protests she started water boiling in her chafing dish. He had not time for her, he declared, but she insisted on making this call of a social nature. She opened a box of sugar wafers, laid that out of child with a toy kitchen; she was playing doll's house.

Rickard made several openings for his errand, but her wits sped like a gopher from his labored digging. She met his mood with womanly dignity; she tutored her coquettish, withheld her archness.

He found he would have to discard diplomacy, blurt out his message; use bidegoons for this scampering agility.

"My mission is a little awkward, Mrs. Hardin. I hope you will take it all right, that you will not be offended."

"Offended?" Her face showed alarm.

"It's about Ling. He's a queer fellow; they all are, you know."

He was blundering like a schoolboy under the growing shadow in Gerty's blue eyes. "They resent authority—that is, from women. He is a tyrant, Ling is."

"Yes?" Ah, she would not help him. Let him flounder!

"He wants to be let alone; he doesn't appreciate your kind help, Mrs. Hardin."

"Oh!" Her eyes were hot with tears—angry tears. She could not speak or would. She sat in her spoiled doll's house, all her pleasure in her toy dishes, her pretty finery, ruined. He could not care if he could humiliate her so. It was the most vivid moment of her life. Not even when Rickard had left her, with his kisses still warm on her lips, had she felt so outraged. He was treating her as though she were a servant—discharging her—because she was the wife of Hardin. Her eyes grew black with anger; she hated them both; between them, their jealousy, their rivalry, what had they made of her life?

She remembered the woman she had seen in his ramada; she had heard that the Mexican was in camp, employed by Rickard. Her thoughts were like swarming hornets.

"He's an ungrateful beast, Mrs. Hardin. I told him I would not let you waste your kindness one instant longer."

Oh, she understood! A bitter pleasure to see him so confused. Rickard, before whose superior appraisement she had so often wiled! She would not help him out, never! She rose when he paused. He thanked her for meeting him half way, and her smile was inscrutable.

"So I'm discharged?"

"You can't be discharged if you've never been employed, can you? Thank you once again, and for your tea. It was delicious. I wish Ling would give us tea like that."

Borish, all of it, and blundering! Why wouldn't he go? When he had hurt her so! Had her hand?

Her hand met his, but not her eyes. If he did not go quickly something would happen; he would see her crying. The angels that guard blunderers got Rickard out of the tent without suspicion of threatening tears. She threw off her negligee and the pale blue slip; the tears must wait for that. Then she flung herself on the grief of wounded vanity.

"I won't countenance a common affair like that!" Her eyes, sparkling with anger, suggested jealous wrath to Innes, who had her first hint of the story. She had learned never to take the face value of her sister's verbal coin; it was only a symbol of value; it stood for something else.

The yellow eyes were on the dredge bucket as it swung across the channel, but they did not register. She was angry, outraged; she did not know with whom. With Gerty for telling her, with Rickard, with that lets such things be. She jumped up. "Oh, stop it!" She rushed out of the tent, followed by a strange bitter smile that brought age to the face of Gerty Hardin.

"Time right in," welcomed Rickard. "Get along, señora." The Maldonado slipped out into the night, his hand still against her heart.

"If I am intruding," It was the voice of Hardin.

"Come right in, Ling," welcomed Rickard. "Get along, señora." The Maldonado slipped out into the night, his hand still against her heart.

Hardin, a roll of maps under his arm, entered with a rough sneer on his face. A dramatic scene, that he had interrupted! And Rickard, who did not like to have women in camp. White women!

Rickard, still sleepy, asked him to sit down.

"I wanted to speak to you about those concrete aprons. They tell me you've given an order not to have them."

Rickard resigned himself to a long argument. It was three o'clock when Hardin let him turn in.

When he was getting ready for bed he remembered the melodramatic scene Hardin had entered upon. He stared comprehendingly at the screen door—seeing with understanding Hardin's coarse sneer—the Maldonado, breathing fast, her hand over her heart. "Of course he'll think—good lord, these people will make me into

an old woman! I don't care what the whole calaboo of them think!"

Five minutes after blowing out his candle he was deeply sleeping.

CHAPTER XXV.

**Smudge.**

From her tent, where she was writing a letter that lagged somehow, Innes Hardin had seen Rickard go to his sister's tent. She did not need to analyze the sickness of sight that watched the dancing step acknowledge its intention. It meant wretchedness, for Tom. At a time when he most needed gentleness and sympathy rasped as he was by his humiliations and disappointments—how could any woman be so cruel? As for Rickard, he was beneath contempt—if it were true, Gerty's story, told in shrugs and dashes. She had jilted him for Tom; and this his revenge? She had not known that she had such feeling as the thought roused in her. It proved what the blood tie is, this tigerish passion sweeping through her, as her eyes watched that closed tent—it was for love for Tom, pity for Tom. Sex honor—why, Gerty did not know the meaning of the words!

How long would it be before Tom would see what every one else was seeing? What would he do when he knew? Hating Rickard already, bitter as he was—

She was not so biased as he. She could see why Marshall had had to reorganize. Estrada had shown her; and MacLean. Her sense of justice had done the rest. Rickard had proved his efficiency; the levee, the camp, the military, discipline all showed the general. Whether he were anything or an engineer, time would tell that. It was a long call he was making! Suppose Tom were to come back? She must watch for him—make some excuse to pull him in if he should come back before that other went—Hateful, such eavesdropping! A prisoner to that man's gallivanting!

For an instant she did not recognize the figure outside Gerty's tent. Her fears saw Tom. She reached the screen door in time to see Rickard lift his hat to a disappearing flurry of ruffles. Angry eyes watched Rickard's step swing him away.

From the levee that day, she had a glimpse of the Mexican woman on her knees by the river, rubbing clothes against a smooth stone. A pile of tight-wrung socks lay on the bank. Innes stood and watched her.

"I must remember to speak of her to Gerty," she determined. "She probably does not know that there is a washerwoman in camp."

It was a week later before she remembered to speak of the Mexican woman "who could wash." The two women were on their way to their tents from the mess breakfast. Senor Maldonado was leaving MacLean's tent with a large bundle of used clothes under her arm.

"She washes for the men. I'm going to ask her to do my khakis for me. Perhaps this woman would be willing to do all our laundry?"

Gerty had been wondering what she would say to Innes. The speech which needed only an introduction was stirred into the open.

"You must not," her voice trembled with anger, "you must not ask that woman. She is not to be spoken to!"

The girl asked her bluntly what she meant.

"You must not give her your washing—must not speak to her. I've not mentioned it before. I—I hoped it would not be necessary. Tom told me not to speak of it."

"Tom told you not to speak of it? Not to speak of what?"

"You must have observed—Mr. Rickard?"

The girl's ear did not catch the short pause. "Observed Mr. Rickard?"

"The coolness between us. I scarcely speak to him. I don't wish to speak to him."

When had all this happened? Had she been asleep, throwing pity from outdated dreams?

"I won't countenance a common affair like that!" Her eyes, sparkling with anger, suggested jealous wrath to Innes, who had her first hint of the story. She had learned never to take the face value of her sister's verbal coin; it was only a symbol of value; it stood for something else.

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"Tom told you not

# HAPPENINGS in the CITIES

## Marriage Joke That Has Gone Entirely Too Far

**C**HICAGO.—This is a story about a man who accepted the congratulations and wedding presents of his friends—and then went out and got a wife. The wife, who is Mrs. Harriet L. Stille, daughter of Mr. and Mrs. Walter T. Wilcox, 2014 Waveland avenue has announced that the joke has gone quite far enough by filing a bill "for divorce."

The plaintiff at the time she was induced to marry Walter T. Stille believed that he loved her," the bill recites. In the spring of 1918, the bill asserts, Stille, who was employed in a loop office, secured a two-day vacation to attend the wedding of a brother. Upon returning to his office after the wedding the other clerks suspected him of being a principal rather than an accessory. These suspicions, if not confirmed, were at least not disproved, the bill says, and soon Walter's back was the recipient of many a hearty congratulatory smash.

A day or two later the friends in the office presented Walter with a cut-glass water set. You know how they do these things—everybody anted up, and the office boy goes out to buy whatever he sees and likes.

"I would like to have you come out and see my wife," the "bridegroom" said. He was playing the game and having a perfectly lovely time.

The whole office force accepted the invitation, and Walter's smile immediately fled. There was a jamb—now where was Walter going to get a wife!

He had it.

That same night, according to the bill, the little rose light in Harriet Wilcox's parlor blinked softly under the barrage of love Walter was sprinkling. On April 11, 1918, Harriet and Walter were married and the "bunch" gave a nice little house warming for them.

Things went along pretty smoothly for a while, the bill says, and then Walter started to neglect his wife and later turned to cruelty.

## Quite a Welcome Awaits This Rainbow Corporal

**M**ANNING, ALA.—Is Manning taking on airs these days? It is. And is it proud of Corp. Sidney Bratton of the Rainbow division? It is. And will he get a welcome when he returns home? He will. This town is his to play with. Why? Oh, well, the story goes like this:

Gen. "Black Jack" Pershing went to Remagen on the Rhine the other day to inspect the Forty-second division and distribute some 50 decorations to officers and men. It took almost two hours of the general's fast walking up and down company rows for the inspection—he thinks the only way to inspect is to inspect. And then he presented the decorations.

Corp. Sidney Bratton received the congressional medal of honor for taking command of his platoon when the Lieutenant commanding and finally the top sergeant had been killed. He led 30 men into an attack on the heights of the Ourcq and captured the position, which he and eight survivors held against persistent enemy counter-attacks.

Although suffering from nine wounds, Corporal Bratton maintained command and position until relieved by re-enforcements.

General Pershing shook him by the hand and said: "Corporal Bratton, it is men of your caliber who have emblazoned the name of America around the world. In the name of the president and of the people of the United States I congratulate you; as your commander in chief I thank you heartily for your inspiring example; as man to man, Corporal Bratton, I want to tell you that I envy you."

In the line for decorations Bratton stood first. Beside him stood a brigadier general who received the Distinguished Service medal, but Bratton's position was first before his entire division that day—an honor which goes to him who wears the starry blue ribbon that dangles the highest award for American bravery.

## When the First "Leg Show" Opened in Chicago

**N**EW YORK.—Mrs. Jean Gravel died here the other day. Who was Mrs. Jean Gravel? Why, Pauline Markham of Lydia Thompson's "British Blondes," the famous stalacta of the "Black Crook," who horsewhipped Editor William F. Storey of the Chicago Times nearly half a century ago.

Lydia Thompson's troupe of "British Blondes" was playing an engagement at McVicker's theater. It was the first so-called "leg" show to appear in Chicago. Mr. Storey had heard rumors of the alleged indecency of the performance, and he sent one of his reporters to see the show and write his impressions. Mr. Storey also dictated a few lines for the editorial page which fairly sizzled. The "roast" was printed in the Times February 24, 1870. That evening at five o'clock while Mr. Storey was on his way home from the office he was waylaid at Wabash avenue and Peck court by Miss Thompson, Miss Markham and Mr. Henderson, manager of the "British Blondes." The editor was walking with head down, as was his custom, when he suddenly was confronted by the trio. Miss Thompson drew a short whip which was concealed in the folds of her skirt and began to rain blows on the head and shoulders of Mr. Storey. Unaware of the cause for the assault, Mr. Storey kept shouting: "What do you mean? What do you mean?" He raised his hand to ward off the blows and at this juncture Miss Markham snatched the whip from Miss Thompson. She also labored the editor until pedestrians came to his rescue.

The identity of the women and their male escort was soon established and their arrest followed. The article that appeared in the Times on the day following the assault made the original criticism look like a Sunday school lesson. Mr. Storey wielded a vitriolic pen and the old reporters who were in the Times office that night used to tell in after years how blue smoke rolled off the pages of copy written by the boss.

## Should a Man Object If a Pretty Stenographer—

**D**ENVER.—Why should a man object if a pretty twenty-three-year-old stenographer borrows his "chumby four" for a few moments just to run up to the statehouse to collect a little matter of \$50 which the state owed her for typing bills and reports in the house of representatives? Linnie Colyer, clerk of the agricultural committee of the house and the daughter of Mr. and Mrs. H. Colyer of Ordway, Colo., says she just can't understand these men. And to think that anyone should have her arrested!

It was primarily the fault of the legislators in holding up the salary appropriation. Miss Colyer had been ill for two weeks from influenza at 520 Emerson street, and she felt that she wanted the \$50. After breakfast she decided she would go to the statehouse and try to lay low that \$50. She still felt too weak to climb the hill, she couldn't understand why they always put statehouses on hills, anyway.

Across the street she spied a "chumby tour." If the owner was a nice man she surely wouldn't object if she borrowed the car for a few minutes to run up to the statehouse to collect that \$50. She had never driven anything but a "flier" in Ordway, but she got the high-power car safely up Capitol hill. But before she had collected that \$50 along came the owner of the car and a plain-clothes policeman.

Miss Colyer told all about it at the city hall. Several friends vouched for Miss Colyer. It was arranged that she should stay with relatives in South Denver until she had entirely recovered from the effects of the "flu."

Incidentally it should be stated that Miss Colyer got that \$50.

## Yuen's Ambition Is to Put All China on Wings

**W**HEELING, W. Va.—When an airplane with Chinese lettering on its side started up from here the other day, with the entire population of Wheeling, half of Desplaines and many from Chicago watching its graceful evolutions in the air, Ng. S. Yuen saw in its trial flight the partial realization of his dream of serving his native land. Lieutenant Wheeler, R. M. A., flew the plane and the test was a success. The airplane, built here in Chicago by Chinese labor and American guidance, is going to China. It is to be the first of a fleet of commercial airplanes. But the rest will be built in China. Yuen, who is an employee of a Chicago bank, is organizing a company to build these planes. He is president and treasurer.

"We'll not only build airplanes," he said; "we will teach the young Chinese how to build them, how to fly them. American airplanes have flown in China before. But when they broke it was necessary to send to America for parts. We will make our own parts—everything but the motors."

"I came to Chicago four years ago with \$250 in my pocket. I got a job. I worked hard. I saved my money. I had this idea. I sent my friends, Lee Chong and George Sun, to an airplane school to learn how to build and fly American airplanes. I paid their tuition. They are going with me to China as the nucleus of a school."

"After awhile there will be many schools in China. Our young men will be building planes and flying them. It will give the country a new ambition."

"And pretty soon there will be a progressive, up-to-date China."

## LEVATHAN BRINGS BACK MORE MIDDLE WEST DOUGHBOYS



The steamer Leviathan bringing a lot more middle western doughboys back from France. The portraits are of Gen. W. C. Rivers of Tennessee (left), the ranking officer aboard, and Col. Robert Bacon, former ambassador to France.

## America's Immortals

Most striking instances of gallantry for which the Distinguished Service Cross has been awarded

The blood of every loyal American will be stirred by the little stories of conspicuous bravery on the part of American soldiers in France that are printed below. These are only a few of thousands of cases of unusual gallantry that won for Pershing's fighters the Distinguished Service Cross. These cases have been picked out by General Pershing's staff as among the most notable of the thousands that are now a part of the official record of the American expeditionary forces.

GEORGE S. ROBB,

First Lieutenant, 369th Infantry.

For conspicuous gallantry beyond the call of duty near Sechault, France, September 29 and 30. Lieut. Robb was awarded the Distinguished Service Cross.

While leading his platoon in the assault on Sechault, Lieut. Robb was severely wounded by machine gun fire, but rather than go to the rear for proper treatment, he remained with his platoon, until ordered to the dressing station by his commanding officer.

Returning within forty-five minutes, he remained on duty throughout the entire night, inspecting his lines and establishing outposts. Early the next morning he was again wounded, once again displaying remarkable devotion to duty by remaining in command of his platoon.

Later the same day a bursting shell added two more wounds, the same shell killing his commanding officer and two officers of his company.

He then assumed command of his company, and organized its position in the trenches.

Displaying wonderful courage and tactfully at the critical times, he was the only officer of his battalion who advanced beyond the town and by clearing machine gun and sniper posts, contributed largely to the aid of his battalion in holding their objective.

His example of bravery and fortitude and his eagerness to continue with his mission despite severe wounds, set before the enlisted men of his command a most wonderful standard of morale and self-sacrifice.

Lieut. Robb's home address is 308 South Twelfth street, Salina, Kan., where his mother lives.

ANDREW B. LYNCH,

Second Lieutenant, 110th Infantry.

Lieutenant Lynch was awarded the Distinguished Service Cross for unusual bravery in action near Arpemont, France, September 29, 1918. Lieutenant Lynch while a sergeant on duty with a 37 mm. gun section of his company was moving the guns to a more advantageous position when he learned that the officer in charge of the party had been captured by an enemy patrol.

Organizing a group of five men, Lieutenant Lynch immediately attacked the Germans, killed 15 of them and his comrades were wounded.

Immediately afterward Lieutenant Lynch took command of 75 men and launched a counter-attack on the enemy, driving him back for more than a kilometer. Lieutenant Lynch is married, his wife living at 2446 Franklin street, Philadelphia, Pa.

FRANK GAFFNEY,

Private, First Class, Company G, 108th Infantry.

Private Gaffney earned his Distinguished Service Cross by conspicuous gallantry in action near Ronsonay, France, September 29, 1918. Lieutenant Gaffney, an automatic rifleman, pushed forward alone with his gun, after all the other members of his squad had been killed, discovered several Germans placing a heavy machine gun in position.

He killed the crew, captured the gun, bombed several dugouts and, after killing four more of the enemy with his pistol, held the position until reinforcements came up, when eighty prisoners were captured.

His home is in Lockport, N. Y., and his father is Wilber Gaffney, Chapel street.

CHARLES D. BARGER,

Private, First Class, Company L, 354th Infantry.

Private Barger was awarded the Distinguished Service Cross for conspicuous gallantry in action near the Bois de Banteville, France, October 31, 1918. Learning that two daylight patrols had been caught out in No Man's Land and were unable to return, Private Barger and another soldier, upon their own initiative, made two trips 50 yards beyond our lines, under constant machine gun fire, and rescued two officers.

His uncle, Henry S. McFeron, lives in Stott City, Miss.

WALTER S. SEVALIA,

Corporal, Co. F, 7th Engineers.

Corporal Sevalia was decorated for extraordinary heroism in action near Brieux, France, November 3, 1918. Corporal Sevalia swam the Meuse river with a cable for a pontoon bridge, under direct machine gun fire. Later he carried a cable for another bridge over the Est canal, across an open field covered by enemy machine guns.

Here he was wounded by a machine gun bullet, but returned carrying a message of great importance. Corporal Sevalia's home is in Brule, Wis.

ALPHUS E. STEWART,

Private, Company G, 107th Infantry.

Private Stewart received the Distinguished War Cross in recognition of unusual gallantry in action near Ronsonay, France, September 29, 1918. Disregarding a severe wound in the head, Private Stewart fearlessly advanced toward an enemy machine gun nest and put it out of action with a grenade a few seconds before he was killed by fire from another machine gun nest near by.

His home was in Jordanton, Tex.

JOHN J. FARRELL,

Private, Company F, 354th Infantry.

Private Farrell (deceased) was decorated for conspicuous gallantry in action near Remonville, France, November 1, 1918. When the combat group of which he was a member was held up by machine gun fire of the enemy, Private Farrell left the group crawling around to the flank of the nest he charged with his bayonet.

The enemy surrendered and his comrades took the gun, after which the advance continued. Private Farrell was so seriously wounded during the combat that he died before he could be removed from the field. Paterson, N. J., was his home.

JAMES I. MESTROVITCH,

Sergeant, Company C, 11th Infantry.

Sgt. Mestrovitch (deceased) decorated for exceptional bravery in saving the life of his company commander at Flismette, France, August 10, 1918. Seeing his captain lying wounded thirty yards in front of the line, after his company had withdrawn to a sheltered

KNOW ONLY TWO SEASONS.

There are but two seasons—the wet and the dry—at the equator in Africa. The former (summer) lasts eight months, with the thermometer averaging from 110 to 125 degrees Fahrenheit. During the dry or "cold" season of four months the thermometer stands at about 70 degrees. It is then that the natives, who have been living in their bamboo huts so long by the rain, desert their towns and set out for the forests and jungles.

BRIGHTENING THE CARPET.

Costa Rica has all the raw materials that is necessary, except that for containers, to develop a profitable business in canned fruits and vegetables. The list of native and cultivated fruits is long and contains many which would be in demand if the way is found to preserve the flavor.

A SWEET OF COMPROMISES.

One temptation in making difficult decisions is to compromise. You aren't sure which way is the best, you seek to combine the advantages of both, and many a time merely combine all the disadvantages. To be sure, there are times when a compromise is the wisest course, but there are just as many times when it is cowardice and weak ness. How can one tell which times are which? Well, that is simply another decision for you.

Ideals.

Ideals are like stars; you will not succeed in touching them with your hands, but like the seafaring man on the desert of waters, you choose them as your guides, and, following them, you reach your destiny.

## AIR CONQUEST NEAR AT HAND

Aerial Service for Passengers, Mail and Merchandise.

## BIRDMEN MEET NEXT MONTH

Big Convention of Pan-American Aeronauts Will Stimulate Enlistments in U. S. Air Service—Great Interest Displayed.

Trenton, N. J.—Atlantic City will be the Mecca for a large gathering of American men, and representatives of foreign countries, who will be attracted by the first Pan-American Aerodynamics Convention, which meets there in May.

Captain Charles J. Glidden, of the United States Air Service, Military Aerodynamics, now stationed in the administration department of the United States Flying School, Southerfield, Georgia says:

"The Pan-American Aerodynamics Convention and exhibition to be held at Atlantic City during the month of May will bring to the attention of the American people the wonderful progress of aviation. The work of aircraft during the war established its practicality for commercial uses and insures the creation in this country of a complete aerial service, connecting all cities and towns for the transportation of persons, mail and merchandise."

"Before the close of 1920 I confidently predict this service will be in full operation, with extensions to all countries on this hemisphere. In the United States trunk lines will be established across the country which will place every city and town within sight hours from any twenty-four distributing points. Once created and in operation our extensive coast line could be put under complete protection from any possible invasion. Thousands of college trained aviators in and out of the service are now waiting to join in the operation of an aerial service."

"The government calls for fifteen thousand men to enlist in air service for one or three years' time. This is bound to receive a quick response, as here is an opportunity for men to be immediately assigned to duty in the service and of the number who enlist those who pass certain examinations will be given flying and balloon piloting instruction. This offer is equivalent to a one or three years' college course in aerodynamics, and one may become expert in all branches of aviation, and if qualified a non-commissioned or even a commissioned officer. In addition to regular pay, clothing, quarters, and rations, extra pay begins with instruction to operate the aircraft. As the number of men wanted is limited to fifteen thousand for the entire country, quick application to the nearest recruiting officer will be necessary before the privilege is withheld.

"Everybody directly and indirectly interested in aviation should attend the Atlantic City convention and exhibition in order to keep abreast with the times and become familiar with the development of aircraft for defense and commercial uses and witness the demonstrations of the world's greatest airplane aviators, who will fly, and balloon pilots sail to the Atlantic air port from all over the country."

## GERMANY MUST SIGN OR REFUSE TO SIGN BY MAY 15, PARIS HEARS.

Paris.—The allied governments, according to the Tempes, apparently have decided not to wait beyond May 15 for a definite answer from Germany as to whether she will sign or refuse to sign the peace treaty.

A dispatch from Paris says that Miss Jane Delano, director of the department of nursing of the American Red Cross, died at the Savoy base hospital. Miss Delano was taken ill while making a survey of Red Cross nursing in France and underwent several surgical operations.

CENT-A-WORD COLUMN  
No Advertisement inserted in this column for less than 15 cents.

FOR SALE—The "Elaine," auxiliary knock-about yacht, length 36 feet, beam 13 feet, motor 16 h. p. Palmer. Sails and boat in first class shape. Mrs. Frank E. Walker, Beach Haven, N. J.

FOR SALE—About fifty bushels of potatoes. Apply on Franklin Dye Farm, West Creek, N. J.

FOR SALE—Power yacht "Maggie A." Has 10-12 H. P. Palmer engine. Apply to A. J. Rider's Sons.

FOR RENT—Furnished house at Grassmere, Tuckerton. Apply to Mrs. Frank Gale.

FOR SALE—One new Maynard 240 egg incubator. John H. Kohler.

FOR SALE—Lester Piano. \$150.00. In good condition. Apply to Beacon Office.

#### SEALED PROPOSALS

Sealed Proposals will be received by Ocean County Mosquito Extermination Commission at Toms River, N. J., at 10 a.m. on Saturday, March 1st, 1919, for the cutting of one hundred thousand feet or more of ditching, ten inches wide and twelve deep, of its equivalent, in the marshes bordering the southwestern boundary of Ocean County adjoining Ballinger's Creek and extending from the marshes up the coast between highland and the marshes already ditched.

There is one section of the marsh amounting to about 175 acres and marked on map as "Boggs' Marsh." Number 2 consists of about 175 acres and is similar to the prevailing salt marsh in the neighborhood.

Bidder must offer the following points:

1. Price per linear foot of ditching out on area number 2.

2. Price per linear foot of ditching out on area number 1.

3. Price per linear foot of ditching out on area number 1 and number 2 considered as one unit.

The Commission reserves the right to reject or accept any one or two or all phases of the bids presented by each party or to reject all bids presented.

Copy of instructions may be had by applying to R. F. Engle, President, The Covington, West Philadelphia.

ADDRESS ALL BIDS TO R. F. ENGLE, care of The Courier, Toms River, N. J.

#### BOROUGH OF SURF CITY

#### SUMMARY OF ACCOUNT

Total Receipts general	\$2 521.88
Total Expenditures gen- eral	2 275.15
Balance General	246.73
Total Receipts School	\$246.73
Fund	961.75
Total Expenditures	542.46
School Fund	\$419.29
	3000.02

H. L. LUKENS, Borough Clerk. March 1st, 1919.  
Hon. Mayor and Borough Council  
Surf City, N. J.

Sirs: We beg to report our examination of the Borough Receipts and Expenditures for the year 1918, showing the following:

1st Summary of the Borough Receipts and Expenditures including General, Library and School Account.

2nd General Borough Receipts and Expenditures.

3rd School Receipts and Expenditures.

4th Absence from Tax List showing totals of taxes collectible from 1918 Assessments.

5th List of Unpaid Taxes 1918 account.

We have noted certain small differences on the books and in addition the "Total Real Real and Personal" column, Folio 19, \$3,300 instead of \$2,400 and Folio 22 the total of the same column should be \$3,531 instead of \$3,481.

Mrs. Ernest Stiles was a recent visitor in Whitington.

Mrs. Eva Horner, of Camden, has been spending some time with her mother here.

Mr. and Mrs. Excel Holmes entertained relatives from New York on Sunday.

Mrs. Maggie Cranmer and children spent a day this week in Riverside with her husband who is ill in a hospital there.

Miss Bessie Soper was a Sunday visitor in Barnegat.

Mr. and Mrs. Frank Groene have moved home after spending the winter in Barnegat.

Mr. and Mrs. Paul Morris have returned to their home here after spending the winter in Philadelphia.

Mrs. Florence Hazellhurst has returned to her home on Bay avenue, after spending the winter in Florida.

Dr. and Mrs. Hilliard are spending their vacation in Atlantic City. Dr. Bunnell, of Barnegat, is attending his patients in his absence.

Mrs. Lydia Malsbury spent Sunday in Barnegat.

Mrs. Thomas Sprague and Mrs. Ernest Stiles spent a day in Tuckerton this week.

Mrs. Ralph Smith, of Tuckerton, is expecting to move in C. H. Cranmer's house on Stafford avenue the first of May.

Mr. and Mrs. Rufus Cranmer have gone to Millville to attend the funeral of a relative.

Mr. and Mrs. Fred Steelman, of Eatontown, are visiting the latter's brother, N. M. Letts.

William B. Paul is very ill at this writing and Edward Brewer, of Beach Haven, is subbing for him on his trip to France.

Mrs. Ada Corliss, Mrs. Mary L. Corliss and son have returned after spending a few days in Philadelphia.

Mrs. C. H. Cranmer and Leon W. Hazelton spent a couple of days in Philadelphia last week.

An entertainment was held in the school house on Saturday night last. The program consisted of a play entitled "Not a Man in the House," and a talk by Mr. Fred Steelman on his trip to France.

Mrs. William Henry and Miss Ethel Letts, of Camden, have been visiting Mr. and Mrs. William Adams.

Haywood Abbott has gone to Pointville, where he has employment with Frank Haywood.

Mr. and Mrs. Walter Bolton, of Burlington, have been visiting their daughter, Mrs. Rachael Shinn.

Lewis Asmus, of Washington, D. C., spent Sunday at home with his parents, Mr. and Mrs. Charles Asmus.

Mr. and Mrs. William Parsons, of Atlantic City, were over Sunday visitors with Mrs. Mary Throckmorton.

Mrs. Henry Brown, of Barnegat, is visiting her sister.

#### Buy a BEACON LIGHT

to  
Read your Beacon at Night

THOMAS RIDER  
Clay Street - Tuckerton

about the BEACON KEROSENE MANTLE  
LAMP

Brass Nickel Plated  
also agent for the  
PUSH BUTTON DOOR BELL

that requires no batteries

#### Barnegat

Miss Florence Conklin and brother, of Cedar Run, motored up on Saturday.

Charles Helfish and wife of Philadelphia, spent Sunday with his mother.

Mrs. Leslie Malcolm, who is with her daughter at East Orange, is very much improved.

Mrs. Nelson Taylor and children, of Jersey City, are spending a few days with her sister, Mrs. S. B. Hernberg.

Miss Alma Corliss, of Trenton, is spending a few days at home.

Dr. Howard Conover, when his improvements are completed, will have one of the finest properties in town.

The movies are being well patronized the past few weeks.

Nathan M. Letts, of Manahawkin, was a week end business caller.

B. R. Bowker has returned to New York after a week's stay.

Charles M. Conrad was out exercising his new Ford truck the past week.

Mrs. Helfish is confined to her home by illness.

The Ocean Gate baker runs his auto delivery to our place daily.

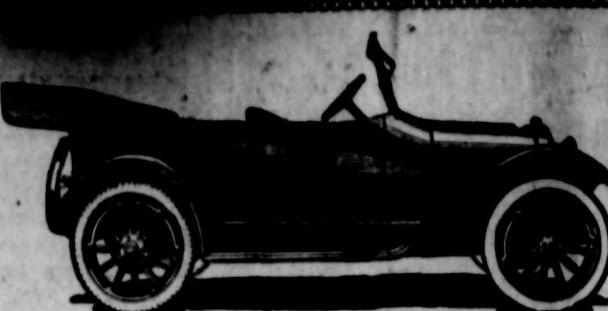
The Bank and Post Office was closed on Good Friday.

L. Abramowitz has a good supply of spring goods of all kinds.

The 78th division, containing a number of our boys is expected to be on this side by Memorial Day, which is good news to our citizens here.

Thomas Gilbird died at the Mason Home, Burlington, age 81 years. His body was brought here and funeral services were held at the home of Mrs. Exel on Tuesday. Interment in Masonic Cemetery.

Mrs. Maulsbury, of Manahawkin, spent Saturday as a guest of Mrs.



## For Economy and Comfort Buy a Chevrolet Auto

The CHEVROLET 490 full electric equipped \$735.00. Just think what you can get for your money. Can't beat this car for anywhere near the price in any other make.

I have 14 different models to select from also a Truck. Send for catalogue of all models and prices.

Demonstration at your convenience.

Write or call at my place in Mayetta for full particulars and I will show you clearly why you should buy a Chevrolet auto.

ALL CARS SOLD F. O. B. FACTORY

For Sale by

**M. L. CRANMER**

PHONE 3-R-144 MAYETTA, N. J.

#### Manahawkin

Harry Hazelton, of Jersey City, was a recent visitor at his home here.

Archie Pharo, Jr., of Tuckerton, recently returned from France, spent two days with his aunt, Mrs. Fannie Paul.

Mrs. Susie Garrin, of Lakewood, spent the week end with Mrs. O. Atkinson.

George Inman has gone from Amato to Red Bank where he has employment in the office of the Standard Oil Company.

The Ladies of the Golden Eagle gave Mrs. Alice Sprague a surprise party on her birthday, recently.

Mrs. Edward Holland, family and a lady friend, of Philadelphia, spent a week at their home on Bay avenue.

Brooks Asmus was a recent visitor at home.

Mrs. Sarah Cranmer has returned from a visit to her son, Paul, in Trenton.

Mrs. and Mrs. Edward Inman are home after spending some time in Vincenton.

George Frederson, of Jersey City, is visiting his wife here at the home of his parents, Mr. and Mrs. Thomas Sprague.

Mrs. Henry Hazelton is visiting her daughter in Whiteside.

Miss Armenia Stedelman and Miss Elizabeth Bennett have gone to Philadelphia where they have employment.

Mrs. Edmund Bowen spent Monday last week in Collingswood.

Mrs. Ernest Stiles was a recent visitor in Whitington.

Mrs. Eva Horner, of Camden, has been spending some time with her mother here.

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## FORD, DODGE, BUICK, BRISCOE AUTOMOBILES

They represent the very best in their class. The FORD Touring \$525.00, FORD sedan \$775.00, FORD Ton Truck Chassis \$550.00, F. O. B. Detroit, are all unapproachable both as to price and quality.

The BRISCOE at \$885 is the best and best looking car between the Ford and the Dodge.

The DODGE at \$1085.00 is distinctly in a class by itself, none at anywhere near the price can equal it, being the only pleasure car officially accepted by the Government in the world war.

The BUICK six at \$1495.00 is too well known to need comment, being the most popular and widely sold car above the price of the Dodge. All prices quoted F. O. B. Factory.

I can supply any standard car desired and will be pleased to have your orders.

I am selling lots of used cars suitable for commercial purposes, also Knickerbocker and Fordson Tractors, one ton convertible attachments, etc.

Now is the time to get busy. Come and see me without delay.

INDIAN and EXCELSIOR motor cycles, Bicycles, and Smith motor wheels, Singer Sewing Machines, Senora and other Talking Machines, Pianos and Piano Players, Records, Music Rolls, Etc.

Fire, Theft, Accident and Collision Insurance written—Stock and Mutual Companies—apply for special rates.

W. S. CRANMER, Cedar Run, N.J.

## Rider-Moore Graduates Lead In State Civil