

CONVERTS TO SPIRITUALISM

Dr. A. Conan Doyle a Recent Convert

WAVE SWEEPS PARTS OF ENGLAND

It is Claimed That Mothers are Getting into Communication With Their Dead Soldier Sons—Dr. Doyle Says That We are Far Behind Japan.

London, May 24.—A wave of spiritualism such as no country has ever experienced before is rolling over Great Britain carrying with it thousands of persons of high and low degree.

Conspicuous among the growing membership are the wives and mothers of soldiers slain on the battlefield, and since the recent announcement made by Sir Arthur Conan Doyle as the leader, the movement has assumed such proportions that when a gathering is held in London, the Royal Albert Hall one of the largest amphitheatres in the world is engaged.

Says Movement is Leading Him. Holmes of Baker Street and Dr. Watson with the needle have "passed leaf of Scotland Yard" for the spinners of the most fascinating of modern detective yarns has become an impassioned zealot who conceives it his duty to traverse the country avowing that the dead really live and are clamoring to be recognized.

As a result of the reputable array of men and women who have taken up the cult, the quacks are reaping a rich harvest, and though their seances are characterized by the usual taboring playing, weird knockings, coat-thriving, table-lifting, etc., the faith of the believers is not shaken.

I attended the great memorial held by the National Spiritualist Union in Royal Albert Hall for the dead—although they do not call them "dead." It was unusually vile weather, but thousands attended. The majority wore the white rosette, the insignia testifying that the wearer believes himself to have received a direct communication.

Address Invisible Audience. It was the most remarkable meeting I ever saw. The visible audience was all but ignored; the invisible audience which all but the unregenerate believed to be actually present, was addressed. In an atmosphere made electric by the very faith of the congregation, Sir Arthur thanked the vast army whose spiritual bodies there were certain were there for the great service they had rendered civilization, the great service of saving the world from barbarism, of straightening out the boundaries of oppressed nations; and the greatest service of all, in his opinion, that of proving by their manifestations that there is no death.

Conan Doyle can vitalize a speech on spiritualism with the same magic he employs in vitalizing a mystery story. He is a robust, effective speaker, and he has the fire that comes only with absolute sincerity. Even to a rank outsider such as myself, his manner of appealing to the great khaki-clad army that has "gone west" was dramatic enough to create for a few minutes the illusion that they must be present.

Declaring that such a meeting was unique in the history of Europe, but not in Asia, he recalled how, after the Russo-Japanese war, Admiral Togo went to a barren spot by the seashore and invoked the spirits of his dead seamen. Standing there, Togo rejoiced with them over the issue of the war and thanked them for contributing to the victory.

"When we have got to the level of Japan in psychology research," said Sir Arthur, coming back to earth again, "it will not be the average civilians like ourselves, but the great chiefs of the army and navy who led these men to battle and to death who will welcome and thank them for their services. I know one army commander who is a convinced spiritualist and who would rejoice to stand here and address his vanished men."

"Ghost Stories" from the Trenches. Everybody knows, of course, by this time that thousands of soldiers have returned from the gory conflicts of the great war with an unmistakable belief in the materialization of spirits, and the crop of "ghost stories" that have come from the trenches are as numerous as they are picturesque. The Angel of the Marnes who thousands of practical, fighting men are convinced appeared to them from out of No Man's Land on the now historic battlefield is perhaps the most familiar instance. Writers, even the best of them such as Edith Wharton, caught the contagion.

BUILDING OF AIRPLANES.

American Energy Met With Greater Difficulty Than It Expected.

Admission that both military and civilian experts overestimated the country's capabilities in setting out in 1917, "to accomplish the impossible task" of producing 222,000 airplanes in 12 months is made in the official history of the government's efforts to build up the industry made public a few days ago by the war department.

Realization of this error resulted almost immediately in the placing of contracts in France for 5,875 planes of the Spad, Nieuport and Breguet types. The report shows that by May 23, 1918, American factories had delivered 5,270 planes, or 24 per cent of the ambitious program while the French had delivered 21 per cent of the number promised on that date.

"Broadly stated," the history says, "the United States produced for the army alone in her second year of manufacture, as many airplanes as England produced for her army and navy in her third year."

Organization of the manufacturing industry is declared to have been the smallest of the air service's problems, an alarming shortage of cloth and varnish, or "dope," for the wings developing at the very start. Lack of an adequate supply of linen was overcome quickly through the assistance of the United States bureau of standards which evolved a special cotton fabric with a tensile strength of 90 pounds to the square inch.

"Cotton proves not only to be an admirable substitute for linen, but even a better fabric than the original cloth," the report says. "No matter how abundant the supply of flax may be, it is unlikely that linen will ever again be used in large quantities for airplane wings."

Search for varnish to protect airplane wings resulted in the establishment of 10 large chemical plants to produce acetone, the principal ingredient.

"Had the war continued," says the history, "these new plants would have taken care of all American and Allied military needs, allowing the production of private plants to fill commercial needs."

Development of aircraft was so rapid that frequent changes in modes and designs were before the service experts for consideration. At the time of the armistice, the whole production machinery had been, or was about to be, turned over to putting out a new De Havilland, known as 9-A; the Lepere, a two-seater built around the liberty engine, and the great Handley-Page machine for bombing work.

Experiments also were under way with the Italian Caproni, to be driven by three Liberty engines.

"But American invention was able to bring out a strictly American bombing plane that promised to supercede all other types in existence," says the report. "This was the Martin plane which, with a wing spread of 75 feet, attained a speed of 118 miles per hour against 100 for the Handley-Page and Caproni. Where the foreigners required 46 minutes to climb 15,000 feet, the Martin craft took 30 minutes."

One entire chapter of the history is given to the evolution and preparations for the production of the liberty engine. First drawings were made May 29, 1917 and the 8-cylinder engine was delivered July 4, 1917. On August 25, the first liberty "twelve" successfully passed a 50 hour test.

"As an achievement in speed in the development of a successful new engine—this performance has never been equaled in the motor history of any country," the report declares, quoting a British officer statement that more than one year from the conception to completion must be allowed in such cases. The performance was possible, it added, because all the inventive and manufacturing talent of the country was turned over patriotically to the government for use without stint, even secret patents and processes being thrown into the common pool.

Deliveries started with 22 motors in December, 1917. This was increased to 39 in January, 1918, 70 in February, 122 in March, 415 in April and 620 in May. By October the daily production was 130 complete machines. The report asserts that as a fair standard of comparison it could be said that the most famous British aviation engine never reached a larger production than 10 machines a day.

Liberty motors comprised about one-half of the aviation horsepower produced in this country, the remainder being divided between the Hispano-Luizas, Le Ithones, Gnomes, Curtisses, Hall-Scotts and one or two experimental types. Disappointing results met efforts to produce the British Rolls-Royce and the French Bugatti engines in this country, this being attributed largely to insufficient data obtained from the originals.

Vivid description is given of the development of the various special equipment for war planes, such as the synchronizing device, permitting the aviator to fire through his propeller, the special compasses and sights, the camera "gun" and many types of bombs. As an illustration of the adaptability of American factories, the report cites the case of a manufacturer of skates who turned out thousands of demolition bombs daily.

The Passing of the Fire Engine Horse.—Of course it is all right; it had to come, we knew years ago the horse would be displaced to some extent by the motor—and so recorded it. But the passing of the last horse from the fire department of this city—well, "things ain't what they used to be in this old town."

And what kind of boys are they going to raise in the future? That is, what kind of man will develop from a boy who never saw a pair of fire engine horses rushing madly down the street at breakneck speed? It wasn't really breakneck speed, of course; it only seemed so. Any boy could himself follow the engine and keep up with it, but—speed? Why, all of us have imagined that galloping horses, jumping almost straight up and down and hauling an engine at the rate of eight miles an hour, were the fastest things on earth.

WAR BLOWN TO ISLAM.

Mohammedans Lost Heavily to Christians in Great Conflict.

One of the most striking results of the world war is the new prestige with which Christianity, as a world religion emerges. It is true, as Judge Wesley O. Howard of Troy, N. Y., points out in an article in the New York Herald, that the gigantic conflict was in no sense a religious war. Christians and Mohammedans, on one side, fought against Christians and Hindoos on the other. The struggle was primarily between Christian nations. In the aggregate, however, and as an incident of the war, Christianity has made immense inroads into the ranks of Mohammedanism.

The three great centers of Islamism, Jerusalem, Bagdad and Constantinople, have fallen into Christian hands. Judge Howard tries to envisage for us the significance of this one fact.

"There will, of course, be absolute freedom of religious worship in all the conquered lands of the Turkish territories, and the Mussulman will be as much at liberty to cry out to Allah as ever he was; nevertheless, the detronement of Moslem rulers and the exaltation of Christian governors will exert a deep influence upon the minds of the Mohammedan peoples. And the advantages and security of the Christian civilization will have a tendency at least to incline them toward the superior civilization. Moreover, their communities will be invaded by groups of Turkish colonists, secure now against Christian outrages and oppression, and there will be intermingling of family and business interests.

"Industrial enterprises, stimulated by western zeal and money, will spring up in Jerusalem, Tarsus, Damascus, Bagdad and other Mohammedan cities, and revolutionize the customs of the people. Commercial houses and manufacturing establishments will be built, railroads will be stretched, mines developed and wells bored, and all these enterprises will be directed and financed by the people of Christian nations."

But most destructive of all to the power of Mohammedanism is the defeat of the sultan of Turkey. This Ottoman monarch was head of the Moslem church. His person sacred in the eyes of every Mussulman, and his debasement and impotence must convince Mohammedanism to the foundation and shake even the fanatic faith of the Islamites.

On Purpose.—Insurance man putting questions to cowboy: "Ever had any accidents?" "No," was the reply. "Never had an accident in your life?" "None. A rattler bit me once, though."

"Well, don't you call that an accident?" "Hell, no. He bit me on purpose."

Are Women Honest?

Document and what it is about we do not know and shall not know, as it was immediately thrown away.

Of course women are honest—and under the most trying temptations. Even if they were not more inherently honest than men their religion would cause them to be honest in most cases. Women take their religion seriously, as they should. They believe in future rewards and punishments to a greater extent than do men. They are more sentimental and sentimentality is at the bottom of honesty if you please.

If women were not honest, half the husbands in the land would be robbed every night of the money in their pockets. Probably about that per cent of the husbands of the country do not take the pains to inquire if their wives need money, and a large number of those who do inquire give grudgingly and only when they feel compelled to do so. Men, as a rule, are more liberal with everybody else in the world than with their wives.

The large employers of this country will tell you that women are more honest than men. They are more conscientious, as a rule in regard to their work—and that is certainly a matter of honesty. Even the I. W. W. doesn't try to induce women to practice sabotage knowing that the women would not respond to their inducements. So with all of this knowledge in our possession, we have no desire to read a pamphlet that asks the question right in the beginning, "Are Women Honest?"—Columbus Dispatch.

The Successful Man.—He pushes for more business in busy seasons, and, if customers are scarce, still pursues. He practices strict economy and does not condescend to penuriousness. He pays promptly and collects as he pays, rather than pays as he collects. He is courteous in manner and appreciates the commercial value of cordiality.

He is honest, not from policy, but from principle; he considers success lacking self-approbation as failure in disguise. He thinks first and deeply; and speaks last and concisely. He possesses executive ability to a degree which renders him appreciative of the most valuable points in employees.—Backbone.

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"Give your commands more clearly!"

"The other day one of your officers cleared his throat and the entire company about faced."—Detroit Free Press.

Ouch!—He—My ancestors came over in the Mayflower."

She—"It's lucky they did; the immigration laws are stricter now."

MICHELIN full-size tubes. Actual photograph showing difference in width between Michelin Tubes and other tubes. Michelin Tubes being made full-sized fill the inside of the casing even before inflation. Other tubes, being smaller in diameter than Michelines, must be stretched by inflation to fill the casing. Michelin Tubes, being full-sized, are free from these disadvantages. Insist on Michelines—the full-sized inner tubes. YORK MOTOR CAR CO. YORK, N. C.

Great Majestic Range Bargain Week

SPECIAL DEMONSTRATION AND BARGAIN SALE OF Majestic Ranges At Our Store—One Week Only June 9th to 14th, 1919

To Be Truly Economical There Should Be a Majestic in Your Kitchen

Economy is not merely spending the least money—buying a range at too low a price is indeed false economy.

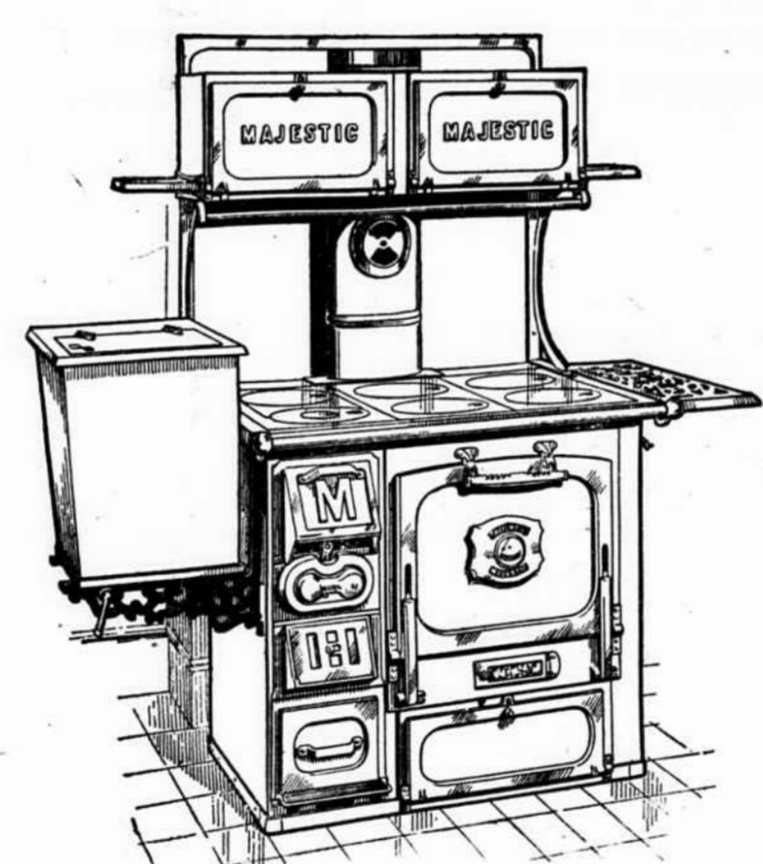
The First cost is not the only cost—the little additional first cost of a Majestic is nothing compared with its economy of fuel and satisfactory service.

Nearly a million Majestic Ranges, now economically, scientifically and satisfactorily serving millions and millions of people, civilians and soldiers, is proof positive of their superiority over all others.

There is only one best. The public has judged. The Majestic is recognized as the standard of all ranges. The construction, material, workmanship and beauty of this wonderful range is unequalled, and it embodies important features possessed by no other range.

Your Opportunity is Here--

At our store—during Majestic Bargain Week. It's your chance to get acquainted with real facts about ranges. We assure you it will be worth your while to investigate.



THE BARGAIN —AND IT'S WELL WORTH YOUR WHILE!

Through special arrangements with the manufacturers, and during this Bargain Week only, a beautiful, useful and substantial set of Cooking Ware will be given with every Majestic Range sold. This ware is good ware (not cheap ware)—it's worth a lot to you. Come and see for yourself.

And Remember--

The price of a Majestic Range this week will not be increased, and there will hardly be a great reduction for years to come, if ever, but there may be an increase soon.

TWO NEW AND IMPORTANT FEATURES The Wonderful Unseen Riveting Oh, Joy! Top Needs No Blacking

Yes, it's rivet-tight, just like the old Majestic, but the rivets clinch inside of nickeled parts, leaving nickel smooth as glass, and there are no big, bulky bolt-heads on the inside. And, remember, rivets hold tight; bolts with only one or two threads holding are bound to work loose and cause no end of trouble. The Majestic is smooth inside and outside—it's a striking beauty—more than skin deep.

A smooth, highly polished cooking top, burnished blue, not only adds to the beauty of the Majestic, but absolutely eliminates the work, dirt and worry of trying to keep the range looking nice—just an occasional thin coat of paraffine retains its beautiful velvet blue color.

If you haven't a MAJESTIC, avail yourself of this opportunity to get acquainted with this wonderful range—know the inside of ranges.

York Furniture & Hardware Co.