

SERIOUS FOOD SHORTAGE.

LIKELY TO CONTINUE FOR THE NEXT SIXTY DAYS.

Says Only Solution is Greatly Increased Rail Movement East to Exclusion of Much Other Commerce.

Washington, Feb. 21.—The eastern half of the United States faces a food shortage likely to continue for the next sixty days.

In making this disclosure tonight Food Administrator Hoover declared that the situation is the most critical in the country's history and that in many of the large consuming areas reserve food stores are at the point of exhaustion.

The whole blame is put by the food administrator on railroad congestion, which, he says, has also thrown the food administration far behind in its progress for feeding the Allies. The only solution, he says, is a greatly increased rail movement of foodstuffs even to the exclusion of other commerce.

McAdoo Ready to Cooperate.

It was very evident tonight that the railroad administration is inclined to resent Mr. Hoover's blame of the railroads, and Director General McAdoo declared he was ready to provide every transportation facility for expediting food movement. The railroad administration, he said, had suggested that farmers be urged to release their grain holdings that large numbers of available cars might be utilized in moving the crop.

Inability to move the crops, Mr. Hoover sets forth, has suspended the law of supply and demand and has created a price margin between producer and consumer wider than it was ever before.

Corn Spoiling.

A large part of the corn crop is about to spoil because it is not moving to terminals for drying. The percentage of soft corn in last year's crop, all of which must be dried if it is to be moved, is the largest ever known. Estimates place the amount as high as a billion bushels.

The cost of grains for feeding live stock has increased to such an extent by reason of transportation difficulties, Mr. Hoover says, that feeders are confronted with the prospect of serious losses. Dairying interests too, he declares, are hard hit.

Potatoes, the food administrator declares, are spoiling in the producers' hands, while consumers have been supplied only from summer garden crops and stores carried over.

The Gypsy's Prophecy.

It was a beautiful morning in August, Lord Brackington was motoring across the broad expanse of a moor in Scotland. With him in the car, besides the chauffeur, were three ladies—his wife, his wife's sister and a cousin. The automobile suddenly stopped. There was something out of order with the mechanism which could be adjusted in a few minutes; and as the chauffeur threw off his coat and went to work Lord Brackington and the ladies walked on, directing the chauffeur to follow them when the necessary repairs were completed.

Just after they had passed a turn in the road and the car was no longer in sight they came upon a band of gypsies led by an elderly woman who accosted them and wanted to tell their fortunes. The ladies declined to have their fortunes told, but Lord Brackington offered the gypsy half a crown if she would tell him when the great war was going to end.

"On the 15th of November next," said the gypsy.

"Nonsense!" said Lord Brackington: "if you mean the 15th of November next year, I might believe you; but this year never! Your prophecy can't be true."

"It is true, my lord," exclaimed the gypsy. "It is a true as it is that at this very minute your chauffeur lies dead under your car!"

"Now I know that you are talking nonsense," responded Lord Brackington. "We left our chauffeur less than ten minutes ago and he was as much alive as you are. But here is the half crown for your trouble," and with this the automobile party turned back to meet their car.

As it came into view, standing where they had left it when they passed the turn in the road, they were rather startled to observe that the chauffeur was nowhere in sight. "Oh, he is at work under the car," said Lady Brackington; but nevertheless they hurried on.

When they reached the car the chauffeur was under it—but not at work. He lay there dead.

The rich prizes of life are for the young man who is man enough to take them.

He who does what he knows to be his duty will have many of his doubts cleared thereby.

FIRST SHIPMENT OF PLANES.

Fighting Machines Built in America Now En Route to France.

Washington, Feb. 20.—The first American built battle planes are en route to France, nearly five months ahead of the original schedule.

In making this announcement tonight, Secretary Baker said the first shipment, although in itself not large, "marked the final overcoming of many difficulties met in building up this new and intricate industry."

Liberty Motors.
"These planes," Mr. Baker said, "are equipped with the first liberty motors from machine production. One of them in a recent test surpassed all records for speed and climbing for planes of that type. Engine production, which began a month ago, is now on a quantity basis and the peak of production will be reached in a few weeks. Only the twelve-cylinder type is being made, as developments abroad have made it wise to concentrate on the high powered engine instead of the eight-cylinder."

Optimistic as these statements appear, the secretary said they should not be exaggerated and should be considered in the light of these facts:
Figures on Planes.

That after three years of warfare the total number of planes able to take the air at any one time on either side of the western front has not been more than 2,500.

That forty-six are required on the ground for every plane in the air, making a total of 115,000 men needed for the present maximum of 2,500 planes.

That for every plane in the air, there must be two replacement planes on the ground and one training plane for every pilot who eventually reaches the front, with a spare engine for each plane.

Chief Problem.

After reviewing the many obstacles that had to be overcome in getting the aircraft production program underway, Mr. Baker said the great problem now remaining is to secure the thousands of skilled mechanics, enginemen, motor repairmen, wood and metal workers, etc., needed to keep the planes in perfect condition and without which the machines turned out soon would be useless and the fliers helpless.

"At best," said the secretary, "the life of a plane is but two months and the engine must be overhauled after seventy-five hours, while a pilot on a plane allowed to leave the hangars in imperfect condition is as helpless as a bird with a broken wing."

Mechanics Needed.
"Now that American battle planes are going overseas, a great increase in the volunteering of skilled mechanics is both essential and expected."

"During the past months," Mr. Baker said, "a responsive channel of communication with the Allies has been opened, the latest types of foreign machines have been adapted to American manufacture, the industry increased at least twenty-fold, the training plane problem solved and the production of battle planes begun."

American battle planes were not due in France under the original schedule until July.

Pioneer Slackers.

The man who seeks to avoid military service by every possible means has been heard from in all lands and ages. He was a familiar figure in previous chapters of American history. When the expedition against Quebec was being organized in the middle of the eighteenth century the slacker was in evidence. A newspaper printed in New Haven during 1753 contains this note:
"About 100 men who left their habitation in this colony in order to avoid the necessary defense and military service of their country and fled into the New York government were taken up and pressed into service of that province, according to a law there subsisting. And it is hoped that wherever these disloyal, cowardly deserters fly they will in like manner be taken up, so that they must either fight for their country or desert to the French and fight against it."

Later, when the colonies rebelled against British rule, the Provincial Congress took notice of the shirker in a set of rules regarding recruits, the first two of which read as follows:

"You are not to enlist any man who is not able-bodied, healthy and a good marcher, but as men of good appearance may have complaints which render them incapable of a soldier's duty, you must give attention, that you may not be imposed upon, and take the opinion of a surgeon where there is room for suspicion."

Rule 2 gives this advice: "You will have a great regard to moral character, sobriety in particular; let our manners distinguish us from our enemies, as much as the cause we are engaged in."

Peace Talk

PEACE TO YOUR FEET. DON'T LET YOUR FEET BE COLD.

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WEAR SHOES THAT WEAR WHILE ALL OTHERS ARE WORN OUT.

GET STYLES THAT ARE STYLISH AND THAT LOOK AND FEEL AND WEAR LIKE SHOES OUGHT TO.

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SPANISH CAKE A Rich Spice Cake	


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BAMBERG, S. C.

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