

PAID OUR DEBT TO FRANCE

"LAFAYETTE, we are here." In these simple words, General Pershing gave eloquent expression to the thought that America today is but paying her debt to France.

The words of General Pershing were spoken as he stood at the tomb of Lafayette, French aristocrat by birth but democrat at heart, who gave his own services and fortune to the cause of American independence and was instrumental in bringing from France the aid that turned the tide in favor of the revolutionists.

Those of the present generation who are not familiar with early American history are apt not to realize the magnitude of the debt which the United States owes to France and to the memory of the gallant Lafayette. In the dark hours before the dawn of freedom for America, France poured forth her men and money in quantities that were in those days most impressive.

It is not generally remembered that France furnished more troops than America at the battle of Yorktown, where final victory was won for the struggling colonists. In that battle there were engaged 5,000 militia men, 3,000 regulars, 5,500 continental soldiers, under General Washington, Lafayette and Alexander Hamilton, and 7,000 French under Rochambeau. Besides the French fleet of nineteen ships at anchor in the York, commanded by De Grasse. Altogether, the total military, naval and transport service which France sent to our aid in the American revolution amounted to 47,000 men and 92 vessels of war and transports.

Gave Money as Well as Men. France, moreover, advanced to the depleted treasury of the revolutionists the equivalent of \$50,000,000, without interest, a loan or gift which she has never claimed. Furthermore she agreed, and adhered absolutely to the compact, that she would not share in such territory or booty as might be incident to victory. This agreement was the more remarkable in view of the fact that England had but a short time before taken the richest of French possessions—the Dominion of Canada.

And it was almost wholly due to Lafayette that this invaluable aid was given by France to the new republic.

At the time of the declaration of independence of the United States, Lafayette was only in his nineteenth year. His life had been one of ease and luxury. His family was among the most eminent in France. He was nobleman of birth, and his education had been at the hands of the best French teachers.

He never had encountered those influences that usually lead people in the fight for democracy. "But, as if it were a vision calling him Lafayette saw the star of liberty shining over the West. The greatest light of the world was being fought for by the greatest ideal in the world.

The youth of nineteen realized this, and in the fight he was determined to take part. He made known his intention, but he was forbidden by royal command to leave France. He escaped to Spain, and from there aboard a vessel he had purchased he sailed for America.

He landed in Charleston and set forth immediately to congress, which was then in session at Philadelphia.

Congress at First Looked on him with suspicion. His name and fame had preceded him, yet such was the unsettled state of affairs that when Lafayette went to Philadelphia congress was at first lukewarm concerning him. Some of the members could not sense the great devotion of a man who had come 3,000 miles to fight in a cause not his own.

There had been a contract signed in Paris through which Lafayette was to have the rank of major general in the American army. Even the vice president, however, did not realize to the full the worth of Lafayette at this time.

In a letter of advice he speaks of the distinguished rank and family of the young soldier and hints that on account of the fact that he had a lovely wife and had left such surroundings at home that it would be well not to place him in any danger unless there should be some unusual emergency.

When the meaning of the self-imposed mission of Lafayette did dawn upon our forefathers recognition soon came. The rank of major general was bestowed and it proved no empty title.

Washington had gone to Philadelphia to consult with congress, and he and Lafayette, meeting for the first time at a dinner, began that friendship which grew as the affection between David and Jonathan.

Lafayette was then not of age, boyish in appearance, and had never studied English until he began his voyage across the Atlantic. This seal for liberty was such and there was such fire in his eyes and such de-



THE STATUE OF LIBERTY A GIFT FROM THE PEOPLE OF FRANCE

termination in his manner that Washington at once welcomed him to his staff. As soon as the opportunity offered the leader of the Continental army put Lafayette in command of large bodies of men and that judgment was well justified.

The marquis was severely wounded at Brandywine without being aware of it for a time, so intense was his devotion to duty. When he recovered he renewed his activities at the right hand of General Washington, and lost no opportunity to serve the nation which was then coming into being. He was with the great leader at Valley Forge, where he conducted himself with such sympathy and understanding that he was soon as beloved by all the officers as by the commander himself.

The portrait painters of the time put the general and colonel of the day in fine uniforms of blue and buff, but very often some of the ablest had only nondescript clothes, and some were even ragged.

Washington once remarked to Lafayette that to one accustomed to being with French troops the appearance of the soldiers of the colonies must indeed have seemed unusual.

"I come not here to teach, but to learn," was the reply of Lafayette.

Enlisted Aid of France. Part of the year 1770 was spent by Lafayette in France, where he did so much to get substantial aid from the French government, which was then in actual war with Great Britain.

That victory ultimately rested upon the American standards was largely due to these activities in Paris, for the coming of the French fleet was a deciding factor in the long and unequal struggle for American independence.

Lafayette was received with affection and admiration by those who had so bitterly opposed his going from France, and he gained support even from the powerful No. 1, father of the Marquis. On Lafayette's return to America Washington sent him a letter of appreciation.

Lafayette was not in the army at Yorktown, but he was in the army at Yorktown, and he was in the army at Yorktown.

"The boy can't escape me," said the English general. Lafayette's popularity retreated, made a junction with 1,000

of the Pennsylvania troops, and was reinforced by the militia from the Virginia mountains. With 4,000 men he gave battle to Cornwallis at Yorktown. The surrender of Yorktown was the final blow to British rule in America.

Lafayette stood by the side of Washington when the British forces were driven from the city. He was with Washington when the British fleet was destroyed at the Battle of the Clouds.

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Highway Improvement

ANNUAL COST OF HIGHWAYS

Construction and Maintenance Involve Expenditure of \$300,000,000—Burden on Roads.

Prepared by the United States Department of Agriculture. Road construction and maintenance in the United States involve an annual outlay of over \$300,000,000, a sum which, if capitalized at 5 per cent, would represent an investment of \$6,000,000,000.

As recently as 1906 there were only 100,000 motor vehicles in the United States compared with nearly 4,000,000 in 1917, while in 1924 the total outlay



Vitrified Brick for Paving Country Roads—Filling the Joints, First Coat.

In money and labor on the public roads aggregated only \$80,000,000 for 1917. Thus the public roads have been changed with considerable rapidity from the status of the purely local utility to that of a utility of national importance and scope.

It is well known that the railroads of the United States are unable to carry the country traffic now offered for transportation, and it is to be expected that the public roads will from now on have added to their present traffic burdens such freight as may be shifted to them to relieve railway congestion.

It is beyond question that for passenger haul the public roads are used to a greater extent than the railroads. These impressive conditions have been created within the span of a single generation.

On July 11, 1910, President Wilson approved a measure generally known as the Federal Aid Road Act, which created an appropriation of \$75,000,000 to aid the states in the construction of rural post roads and \$10,000,000 to be expended for the construction and maintenance of forest roads.

BUILDING ROADS IN ALASKA

Road Commissioners Find Trouble in Maintenance on Account of Narrow Tired Trucks.

Alaska has been building roads since 1905. It has built 920 miles of wagon roads, 620 miles of winter sled roads and 220 miles of trails. One of these roads was built for motorcar traffic, but more than 250 trucks and passenger cars were in use over them at the close of the last fiscal year.

Much damage has been done to the roads by heavy motor-driven trucks, and the board of road commissioners' annual troubles of maintenance with them always. In addition, they found it necessary to build a five-mile road along a hillside last summer by covering the mud bed with willow corduroy and surfacing the corduroy with gravel because the material underlying the location consisted of six feet of gravel on the bed rock, forty feet of clear ice on the gravel and two feet of moss and tundra on top.

PERMANENT ROAD IS FAVORED

Saving in Cost of Rebuilding Would Pay for Them in Comparatively Few Years.

A writer on the advantages of permanent highways makes the point that the cost of rebuilding would pay for them in a comparatively few years—and then there would be a prospect of valuable returns. The thing would be to make a few payments to secure an annuity. Wherever the money can be raised there should be permanent highways. That is the good roads gospel par excellence.

Poor Roads a Loss.

The farmers of the United States have been allowing \$300,000,000 in real money to escape from their pockets each year because of poor roads according to experts.

Care Before Horse.

Putting the cart before the horse—installing truck lines before building adequate roads.

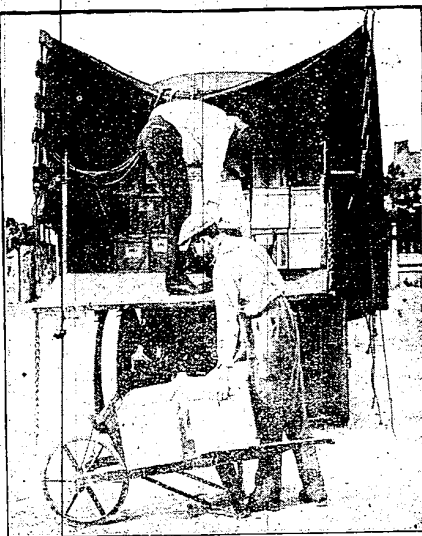
Cause of Mottled Butters.

Mottled butter is caused by the uneven distribution of salt.

Our Part in Feeding the Nation

(Special Information Service, United States Department of Agriculture.)

MARKETING EGGS BY MOTOR.



One of the Motor Trucks Used to Gather Eggs and Transport Them to Market.

MOTOR TRUCK TO TRANSPORT EGGS

Producers Find Experiment So Satisfactory That They Will Extend Service.

QUICK DELIVERY IS RESULT

Fruits, Vegetables and Other Products in Season to Be Carried—Merchandise Is Hauled by Trucks on Return Trips.

Last year producers of eggs near Vineland and Millville, New Jersey, had difficulties getting their eggs to dealers in New York City. This year, however, they travel direct by motor truck to the dealers' doors and arrive in less time and with less loss from breakage than in other seasons.

This community of producers has found the results of their experiment of shipping eggs by motor truck so successful that they are planning to extend their efforts to cover fruits and vegetables, poultry, and other products in season.

Eggs by Motor Truck.

Follow a season in which transportation troubles made shipments to New York City unsatisfactory the farmers sought assistance from the bureau of markets of the United States department of agriculture, and specialists on motor-truck marketing made a survey of the situation. This was followed by a group of producers agreeing to ship their eggs by motor truck and to bring the cases to designated places along the route the truck was to cover. A large commercial motor-truck company, operating a fleet of trucks between New York and Philadelphia, was interested and agreed to make a detour on their trips to New York, to which city their trucks had often traveled without being loaded, to take in Vineland and Millville. Local farmers and merchants in these two towns agreed to give their hauling business from Philadelphia to the truck company and thus insure a full load for the trucks all the way from Philadelphia to New York.

Capacity of Trucks.

The trucks have a capacity of about five tons, and can take 200 crates of eggs. On the first trip only 150 cases were ready at the roadside and the balance of the load was made up of crates classed from Vineland and Millville. This first load went the 140 miles in the record time of 15 hours with not an egg broken on the way. The truck returned on the ferry boat from the New Jersey shore, and the eggs were delivered on the sidewalks on the front of the wholesale houses. On the return trip the truck hauled merchandise from New York direct to Philadelphia.

Some of the dealers in New York City are offering a premium of one-half to one and one-half cents a dozen for eggs shipped by motor truck. The eggs arrive in better condition and in quicker time than when shipped by rail. This premium alone more than covers the difference in cost of shipping by motor truck and by rail, and in addition to the time saved, the motor-truck service is more dependable and gives better delivery. The eggs, as yet, are not pooled, but consist of individual shipments to a number of

TRAIN FOR HARD WORK

Is there a physical training class in your town? If not, this is a good time to start one—a physical training class to harden the soft muscles of town and city men, so they can go to farms and do effective work during emergency needs for farm labor in their counties and communities.

Kansas City started a "loyal physical fitness class" some weeks before the time for the wheat harvest. The idea spread all over the state. In many towns and cities similar classes were organized, and men made themselves fit for the hard work they were to undertake in the fields as volunteer harvest workers. The Kansas wheat crop couldn't have been harvested if thousands of patriotic men from the towns and cities had not volunteered to save this crop that will help feed the fighters at the front. And a great many of these men couldn't have worked as effectively, and some of them would have been forced to drop out altogether, if they had not been prepared for the physical strain by preliminary training.

Uncle Sam needs the help of every loyal American citizen. Either work or fight. You can't do your best work, either at your present job or at any other job, or in the fields temporarily as a farm volunteer, unless you are physically fit.

A few weeks' work in a physical training class will "harden" you surprisingly. Start a class in your town. Be ready to go to work effectively, be able really to accomplish something in the fields when the call comes for patriotic town men to do emergency farm work in your section. An open space, the courthouse square or a vacant lot or a big back yard—a leader who knows the army "setting up" or other movements and exercises—and determination on the part of the men of your town—these are all the things you need.

Finding Help for Harvest.

Kansas answered the call for increased food production. Kansas planted more wheat. Kansas knew, of course, that a tremendous amount of man power would be required to harvest that crop. But Kansas was dismayed. Uncle Sam called for more wheat. Kansas planted more wheat. Kansas knew that wheat would be harvested and that people in the towns and cities would go to the fields to help do it.

And that is precisely how it is being handled—by people from the towns and cities of Kansas. A literal exodus of all the urban people hasn't been necessary, of course. But all that were needed went—and more were ready if needed.

The state-wide campaign for town volunteers for farm labor service during the harvest was launched at a Kansas City conference the latter part of August. Representatives of the United States department of agriculture reminded all the co-operating agencies at that conference of the policy that department has been urging since the beginning of the war—the use of town men placed for local farm labor need during seasonal emergencies.

Much in Little

American artificial fertilizers and manure plants consume about 25,000,000 tons of coal a year.

The Bahama Islands may become extensive producers of rubber by cultivating the Mission rubber tree.

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A two-wheeled cart which automatically loads and unloads coal is the latest invention of New Jersey.

Cast iron shells, once thought obsolete, are being manufactured in France at the rate of 1,000,000 a day.

A new type of rubber shoe is being made in the United States.

Metallic sodium hardens lead without changing its color. Two per cent of sodium will harden lead so that it will ring when struck a larger amount causes it to become brittle.

Raise German Tanker

Five long, wooden hulls added in floating the German tanker "Gut Heil," after spending five years on the bottom of the Mississippi river.

At Baton Rouge, says Popular Mechanics Magazine. When the ship was finally floated and towed to a bank where an examination could be made it was found that the hull was in so bad a condition that it had to be replaced.

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