

(Continued from Page 2.)

9,000 a year, and as a matter of fact, enlistments in 1915 did not reach the 50,000 figure, but stopped at 45,111. And that, too, in the face of General McCain's admission that it was an unusually favorable year—"We went at it more vigorously than ever before; there were some men out of employment and that helped, and this agitation for preparedness has made them think about it."

The Navy Department some time ago considered the project of issuing a monthly house-organ as a stimulant to recruiting, and decided against the plan for the reason that the size of the mailing list proved appalling. The officials say that if there had been any way in which they could have selected wisely, say, 10,000 picked prospects to whom to send a house-organ they would have been tempted to try the experiment. But the Navy's list, although revised at frequent intervals, always aggregates several hundred thousand live names. To cover all would make the cost of the house-organ prohibitive, and to select names that would prove to be really hand-picked, in the advertising sense, seemed an impossibility, so the whole plan was dropped.

Speaking of the mailing-list of the Navy's publicity bureau, it may be of interest to note that the experience of the naval-recruiting enterprise affords eloquent proof of the contentions of the publishers of various boys' papers that it pays the advertiser of to-day to mortgage the future by interesting the rising generation in his proposition.

Thousands of inquiries with respect to enlistment are received by the Navy each year from lads who are too young to be acceptable. However, it has been found that splendid results are attained by listing these potentials so that a vigorous follow-up reaches each prospect about the time he attains the age when, if his enthusiasm has not waned, he would prove acceptable as a recruit.

FIRST U. S. GENERAL OFFICER TO MAKE AERO FLIGHT

Brigadier General George P. Scriven, Chief Signal Officer, U. S. A., today has the honor of being the first general officer of the United States Army to make a long flight by aeroplane. He flew from Columbus, N. M., to Colonia Dublan, Mex., to the headquarters of General Pershing's Mexican expedition to consult with that officer. The flight of more than 100 miles was made in about two hours, the aeroplane exceeding a speed of 100 miles an hour at times. General and Mrs. Scriven were in Brownsville recently as guests of General Parker and we had hoped to see him a visitor at the 6th Division Headquarters while in this vicinity.

PERSONAL PATRIOTISM

It is rather fortunate that the country doesn't have to depend entirely upon the patriotism of labor organizations for its defense. At a recent meeting of the American Federation of labor there was a debate on militarism, the eight-hour issue, policy toward the Japanese and Mexicans and various minor issues. Military training for the children in the common schools was also a subject before the body.

Chairman Furseth of the executive council favors the giving of rifle drill to school boys throughout the country in order that the workers may know how to defend themselves in time of strikes. Minority members and Socialist delegates held that military drill will wean away the loyalty of the children to working conditions.

Duck and goose hunters—Go after them with U. S. black waterproofed shells in smokeless and black powders. Shell cases are superhardened and will stand the water bath. Also they will make a 5 per cent better pattern than any other shell made today. Walker Bros. Hancock Co. Hdqrs. Dept.

NEW ARMORY FOR MOUNTED TROOPS OF ROCHESTER

The last of the concrete piles for the foundation of the new armory which is to be the headquarters for Troop H, 1st Cavalry, and the 2nd Ambulance Company, N. Y., N. G., have been driven from the loose filling which forms the site at Culver Road and the Eastern Widewaters. There are 611 of these piles, which will guarantee a safe base for the structure, which will have a frontage of 283 feet in Culver Road and a depth of 189 feet.

There will be a large riding hall in the center 110 feet by 161 feet and 40 feet high. The administrative offices of the units will be ranged about the sides of this hall. There will be wings on either side of the drill hall which will give space for lockers, baths and supply rooms with concrete stables for 96 horses in the rear on the south side.

The north side will be for the Ambulance Company's quarters and the common mess hall. The site covers about four acres. It has a frontage of 530 feet on Culver Road, extends along the canal for 508 feet, has a western width of 404 feet and a southern side of 313 feet.

There will be no frills about the building, the mess hall being the only assembly room, and no larger than is needed for the purpose for which it is designed, while the riding hall will have a hard dirt floor.

NO, HE DIDN'T

A small girl of five was walking recently with her mother through the Public Garden in Boston. The Washington monument attracted her attention and she inquired what it was.

"That replied the mother, "is a statue of George Washington."

The little lady regarded it critically for some moments and then she said: "Washington didn't take a very good statue, did he, mother?"

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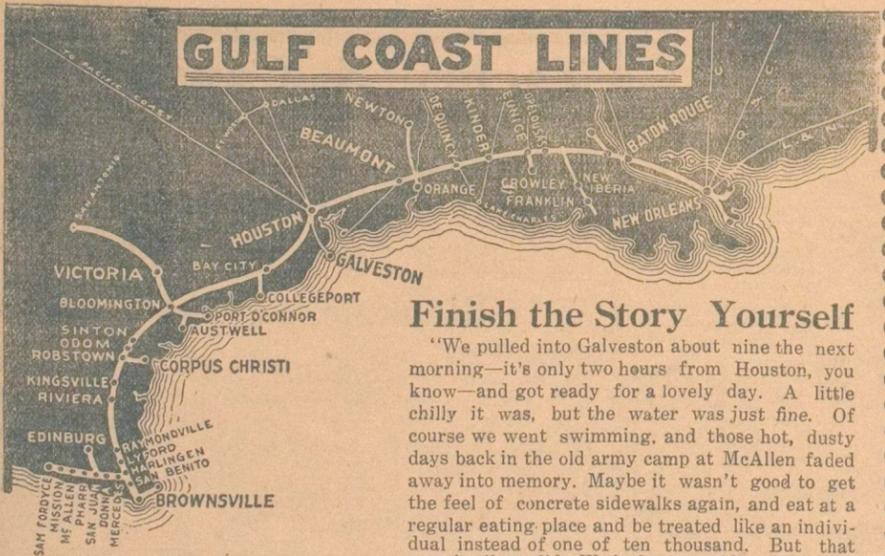
At home you buy cigars mostly at one stand. Ever think of it? Often you walk blocks out of your way to get a smoke at the stand you patronize regularly. There is something about the place that pulls you that way whenever you feel like treating your face to a smoke. It may be courteous, prompt service, the pleasant person across the plate-glass, the particular cigar you like—whatever draws you there, you go, and go again. Man is a creature of habit even in McAllen.

Perhaps you have not yet found a place where you can buy your smokes habitually and "feel right" about it. Have you ever bought a smoke at the Delmonico Cafe smoke shop?

Cigars for particular men, cigarettes for fastidious men, smokes for plain men real smoking mixtures for men with pet pipes.

Try the Delmonico smoke shop. You may develop another habit.

GULF COAST LINES



Finish the Story Yourself

"We pulled into Galveston about nine the next morning—it's only two hours from Houston, you know—and got ready for a lovely day. A little chilly it was, but the water was just fine. Of course we went swimming, and those hot, dusty days back in the old army camp at McAllen faded away into memory. Maybe it wasn't good to get the feel of concrete sidewalks again, and eat at a regular eating place and be treated like an individual instead of one of ten thousand. But that wasn't all we did. We had a boat-ride, and a room at the Galvez, and the next morning....."

But finish the story yourself, laddie! You can go to Galveston. You can swim and eat and have the good time that everyone has when they visit this wonderful Gulf city. On your way you pass through Houston.

GULF COAST LINES

OIL-BURNING PASSENGER SERVICE--NO SMOKE

J. S. PYEATT, Pres and Gen. Mgr., Houston
 C. W. STRAIN, Gen. Passenger Agent Houston
 G. M. McCLURE, Asst. Gen. Pass. Agt., Houston.



"THE NATION'S BEST"