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Some Sidelights on Ford's Peace Mission Known as The Modern Pilgrims

Ford's First Public Speech Consisted of 17 Words, as follows:—"Out of the Trenches by Christmas, Never to Return; This is My Message to Peace-Loving America."

The talk of the world today is the Quixotic plan of Henry Ford the automobile king, to go on a crusade to Europe for the purpose of bringing about peace. At least he has bales of money to spend, and he has no trouble finding people who are anxious to help him spend it. He has chartered the liner Oscar II, and invited a great company of prominent people to go with him, free of all charge, in his great peace mission.

His plans are more or less incomplete, but the purpose is to take the ship first to one neutral country and then another, and wind up at The Hague, where a grand rally will be held. Definite measures for securing peace will be discussed there, and appropriate action taken. Some have said that he plans a "general strike" of the soldiers on all fronts, but he denies this.

An enthusiastic meeting was held in Washington, at which Mr. Ford made a 17-word speech, said to be his first and only public address. This was it: "Out of the trenches by Christmas—never to return; this is my message to peace-loving America."

Mrs. Inez Milholland Boissevain, the well-known suffragette, was denied a passport because her husband is not an American citizen. A big battery of movie men and a squadron of journalists will accompany the Ford party, so that there will be no lack of facilities for recording the history of the modern Pilgrims.—The Pathfinder.

International troubles may try to dodge responsibility for the initiative, but they're certainly strong on the referendum.

get some of his money one way they will try to get it in another.

Our government has been urged to put a quietus on the whole project. There is an old law which forbids citizens to fit out anything which looks like an expedition to interfere with any foreign nation, but as the object of this "crusade" is so harmless, it is not thought that this law would apply.

Several foreign governments have made inquiries at Washington as to whether our government accepts any responsibility for the Ford mission. Reply has been made that this country washes its hands of the party and in no way approves of it.

No passports are being issued to anyone on the ship except for use in neutral countries; the rules now forbid the issuance of passports to the war zone except in cases where people have imperative business, and this peace scheme is not regarded as in that class.

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Reception Prepared for the Zeppelins

Prediction of a renewal of Zeppelin operations against London within sixty days and a warm reception for the raiders prepared by the British authorities is made by Mr. Thomas R. MacMechen, aeronautical engineer and president of the Aeronautical Society of America, according to despatches from New York. Mr. MacMechen says:

"I believe there will be another Zeppelin attack on London within sixty days. When the raid does come it will be bigger than anything that has gone before and will be repeated night after night. The Germans will probably send at least ten Zeppelins. They are now gathering a fleet so large that they can afford to risk the loss of four or five in a raid. It is because they had no airships to spare that they stopped these visitations this Fall. Now they are nearly ready again to strike repeated blows—to cross the Channel in force, as they must do to create the amount of terror they desire.

"But Britain has been awakened. She knows the game now. She has learned that airships must be sought with airships. She is preparing in the light of what the war has taught her, to meet the menace in the right way. She is building rigid dirigibles. When the raiders come she will not be helpless."

British Dirigibles.

"At the beginning of the war," Mr. MacMechen continued, "the Allies thought the aeroplanes and anti-aircraft guns would be sufficient. But what the Zeppelins has done is known to the world, and it is also known that Mr. Balfour said recently in the House of Commons that Britain was building rigid dirigibles to meet the situation imposed by the Zeppelin raids. The ascent of aeroplanes at night to search out and attack Zeppelins has proved most dangerous. Numbers of aviators in Britain, France and Russia have been killed in making night landings. Moreover, when the aeroplanes appear the Zeppelins rise to a great height and force the planes to exhaust the fuel in climbing after them. These jump to 10,000 to 12,000 feet, subject the aeroplane to machine gun fire, then speed away."

"British and French aviators have told me that the Zeppelins easily elude them at night—even when there is bright moonlight. The British thought the Zeppelins would not come on moonlight nights, but they did twice and got away unharmed."

Mr. MacMechen recently returned from Great Britain where he superintended the construction of a small British dirigible intended for operations against submarines. This aircraft was in part designed by him.

Was "Cub" Reporter.

Mr. MacMechen, who is now recognized as the foremost authority on aeronautics in the United States, twenty years ago was a "cub" reporter on the Denver (Colorado) Times. He was publicity agent of the Louisiana Purchase Exposition at St. Louis, and became interested in aeronautics, bringing to America the first corps of French flyers including the famous Paulhan. Mr. MacMechen's work in the magazines is well known.

A TRAGIC COINCIDENCE

In 1865 a German predicted that he would be a victim of the war that would take place in 1866. The war occurred, but did not affect him. One day forty-two years later he was laughing at his old time prophecy and boasting of his good health. In his happy mood he brought an old cottage from a friend and straightway went to inspect it. In the garden there was a quantity of old iron and among it a shell dating from 1866. He picked it up and was examining it when it exploded and he was killed on the spot. The prophecy had come true.

AN EXAMPLE.

The members of the British government are cutting their salaries to give the nation an object lesson in thrift and the M. P.'s will probably be asked to submit to a slice off their seasonal indemnity for a like reason. Why should not the public men of Canada set a similar example?

RUDE AWAKENING COMING

If the American people go on indefinitely dozing in the fool's paradise of a fancied security based on the maxim that "A special providence watches over the safety of fools, children, drunken men and the United States," they will be in for a rude awakening some day.

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