

NITRATE TO COST FARMERS \$81 TON

Stores Will Be Distributed Same As Last Year.

County Agents Will Aid in Work of Distribution and Department of Agriculture Will Supervise It. Wilmington Stores.

By S. R. WINTERS.
Washington, Dec. 26.—Secretary of Agriculture David F. Houston authorized the announcement today that the department of agriculture would distribute nitrate of soda to the farmers during the coming season, the price to the farmer will be \$81 a short ton, free on board cars at the loading point or port. The port of Wilmington is the distributing agency for North Carolina, and already much nitrate is stored at this seaport town for sale to farmers. Additional to the price of \$81 a ton, the farmer will have to pay the freight charges to unloading point and any incidental expenses that he may himself incur in connection with the delivery of the nitrate. Judging by the ultimate cost figures to the farmers, Senator Simmons and other southern senators failed to make effective their contentions for an unrestricted market. The highest figure heretofore placed by the war department for its supplies was \$90 a ton, whereas the department of agriculture stated that in a free market the farmer ought to be able to secure the nitrate for \$75 a ton.

The distribution by the department of agriculture is empowered under the authority of Section 27 of the food act and subsequent legislation relating thereto. The plans employed in the sale and distribution of the nitrate last year will be essentially duplicated the coming season. State directors of the agricultural extension service, county agricultural agents and nitrate committees, composed of local business men will direct the farmers in filing their applications. Application blanks to be used by farmers will be sent to county agents and the members of local committees at an early date.

Under the law, the nitrate will be sold only for cash and the farmer will be required to deposit the money covering the cost of the nitrate for which he applies with the local bank, association or individual to be designated by the department of agriculture. In practically all counties distribution of the nitrate will be made through county distributors.

CHRISTMAS SPEECH ATTRACTS COMMENT

(Continued from Page One.)
the great achievements of the armies of the United States and the allies.
"It is difficult, very difficult, men, in any normal speech like this to show you my real heart. You men here do not realize with what anxious attention and care we have followed every step you have advanced and how proud we are that every step was in advance, and not in retreat; that every time you set your face in any direction you kept your face in that direction.
"A thrill has gone through my heart, as it has gone through the hearts of every American soldier, when the gun that was fired and every stroke that was struck in the gallant fighting that you have done, and there has been only one regret in America and that was the regret that every man who felt that he was not there in France, too.
"It was a hard thing to perform the tasks in the United States; it has been a hard thing to take part in directing what you did without coming over and helping you to do it. It has taken up a lot of moral courage to stay at home. But we are proud to back you up every where that it was possible to back you up. And now, I am happy to find what splendid names you have made, for yourselves among the civilian population of France as well as among your comrades in the armies of the French, and it is a fine testimony to you men that these people like you and love you and trust you, and the finest part of it all is that you deserve their trust.
"I feel a comradeship with you today, which is delightful as I look down upon these undisturbed fields and think of the terrible scenes through which you have gone and realize how the quiet of peace, the tranquillity of the field hopes had descended upon us. And, while it is hard far away from home confidentially to bid you a Merry Christmas, I can, I think, confidentially, promise you a Happy New Year, and I can from the bottom of my heart say God bless you."

GERMANS HAD LEAN CHRISTMAS DINNER

(Continued from Page One.)
marks one becomes hungry, ravenously hungry, within two or three hours.
"When I get my weekly allowance of 50 grammes of butter," said one woman in discussing the food question, "I spread it all on one slice of bread so as to have one real meal every week."
It is the normal state of every German, at least in the greater cities, to be continuously hungry. A keen political observer said to the Associated Press: "If I had 50,000 tons of fat I could everlastingly squelch bolshevism in Germany and if I had some condensed milk, too, I could set up almost any kind of a government except the one we used to have."
It is not only that food is so dear as to be out of reach of the poorer classes almost completely, but all articles of clothing are correspondingly dear. The correspondent was offered 500 marks for an overcoat which was purchased in Berlin in 1916 for 175 marks.

The Strong Withstand the Winter Cold Better Than the Weak.
Old people who are feeble and younger people who are weak, will be strengthened and enabled to go through the cold weather by taking GROVE'S TASTELESS CHERRY TONIC, which is simply IRON and QUININE suspended in syrup. So pleasant even children like it. You can soon feel its strengthening, invigorating effect. Price 60c.—adv.

CAPT. "HOBEY" BAKER KILLED IN ACCIDENT

Was Famous Princeton Athlete Before the War.

Famous Princeton Athlete, Captain in Aviation, Loses Life in France. Plane Crashed Down. His Record.

New York, Dec. 26.—Capt. Hobart A. H. Baker, famous Princeton athlete known in his college days as "Hobey" Baker, an aviator in the American army in France, has been killed in the fall of his plane. News of his death was received here today by his friend, Percy Pine.

Mr. Pine received a cable message from Baker signed "Inglehart" a member of Baker's air squadron, which said that Captain Baker had been killed in an aeroplane accident and requested that his family be notified. No details were given.

WILSON'S HEART HAS ALWAYS BEEN WITH ALSACE-LORRAINE

Paris, Dec. 26.—At a meeting held today in the Sorbonne in honor of the liberation of Alsace-Lorraine a letter from President Wilson was read in which he thanked the Alsace-Lorraine society for an artistically bound message sent him just before he left the United States.

11 TRANSPORTS ON WAY WITH SOLDIERS

Mauretania Bringing 3427 of 87th Division.

Large Numbers of Returning Warriors Will Land at New York and Newport News Early in the New Year—Units Named.

Washington, Dec. 26.—Departure from France of 11 transports, including the Mauretania, with more than 3,000 men of the 347th infantry of the 87th division, was announced today by the war department. The Mauretania sailed on Christmas eve, will reach New York Monday and most of the men aboard will be sent to Camp Dix for demobilization. Eight hundred sick and wounded are on the Henderson, due at New York January 1, but the other vessels are bringing only a small number of men.

The transport Antigonie, due at Newport News January 4, is bringing home 11 officers and 85 men of the 76th (New England) division, which has been used as a depot division and which has been reduced to skeleton proportions. They will be sent to Camp Devens, Massachusetts. The 52nd coast artillery regiment, with a number of casualties and sick and wounded, also are on the Antigonie.

The transport Espagne, which is expected to reach New York January 2, and the Virginia Newport News January 3, carry small detachments.

MIGHTIEST FLEET IS WELCOMED HOME

(Continued from Page One.)

before she finally dropped anchor at the berth she had left in the morning.

A touching scene was enacted in the main salon of the Mayflower where Mr. Daniels welcomed his guests, the high officers. Among those invited to witness the review from the presidential yacht were the wives of naval officers home at last after 18 months' service in foreign waters. If the officers devoted no more time than courtesy demanded to paying their respects to the secretary before greeting their wives, Mr. Daniels showed no disposition to chide them.

The reception ended, Mr. Daniels and Admiral Mayo landed, entered a machine and drove to the head of the long column of sailors forming on Broadway. Rear Admiral Rodman led the line on foot.

With a detachment of marines at its head, the column moved down Broadway to 5th street, crossed to Fifth avenue and then swung down that historic thorough fare.

Following the marines were platoon after platoon of sailors from each of the ten ships which came home today. Fully ten thousand men were lined up in many instances dogs taken aboard in England as mascots, scampered along with their shipmates, gaily decorated with American and British flags.

Tonight a remarkable spectacle was staged on the Hudson. Each ship was brilliantly illuminated with electric lights making the river a sea of fire for more than six miles. The New York shore was ablaze with Roman candles, set in place by the city's committee of welcome and overhead burst thousands of rockets.

Hardly had the battle fleet which rested last night off Sandy Hook weighed anchor and began its triumphant entry into the harbor, then the presidential yacht Mayflower moved downstream from its anchorage in the Hudson to take its station for the review near the giant lady of liberty. Aboard her were Secretary Daniels and Baker, acting secretary of state Folk, American army and naval officers of high rank and naval representatives to the allied governments, Mrs. George Dewey, widow of America's naval hero was the honored guest of Mr. and Mrs. Daniels.

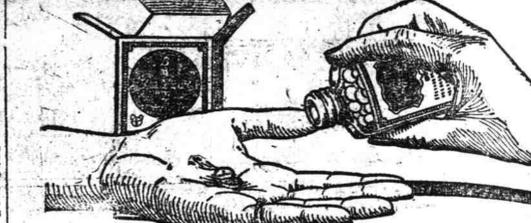
WARRIORS ASSURED FRUIT OF VICTORY

(Continued from Page One.)

men began to move, marching in company, front formation, wheeling past the reviewing stand, eyes right.

First came men of the Sixth division, veterans of the Meuse and Argonne offensives; then infantry and machine guns of the Twenty-sixth, veterans of the Chemin des Dames, Chateau Thierry and the Argonne. The men of the Twenty-ninth, also in the Argonne offensive, were next, and a composite battalion of the Seventy-seventh. Detachments of the Eightieth, who were in the fighting at Verdun last October and detachments of the Eighty-second followed.

The review was brought to an end by a long train of ammunition wagons, dragged through the mire by the inevitable army mule and a company of 15 whippet tanks, which slogged and skidded about in the mud and made



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everyone wonder how the men inside must feel in battle.

At the close of the review, General Alexander stepped up to the stand and presented Mr. Wilson with one of the little silken statues of Liberty which the men of the 7th wear on their shoulders to denote their division. The president and party then re-entered the motor cars, going to Christmas dinner with the officers of the 26th division, composed entirely of New England troops. Dinner was served in one of the empty wards of an old French hospital. It had been the president's wish and plan to dine with the troops themselves, but in the crush of arrangements something went wrong and the plan was not carried out.

To Relieve Gas in the Stomach, which disturbs your sleep, just try one 50c bottle of LAXO-POS WITH PEPPERMINT. A Liquid Digestive Laxative for Indigestion or Constipation. Pleasant to take. Now made and recommended by the manufacturers of Grove's Tonic. Less chill Tonic.—adv.

Service from Truck Doubled in Three Months

THE driver of Truck No. 149-1 1/2 B-9 won the first prize in Class A by piling up a record of 952 points out of 1,000 in the Packard Truck Efficiency Test.

Following the modern business methods taught by the Packard Freight Transportation Department, he **doubled the service** of his truck, and showed some startling economies.

This truck operates over a route of about 33 miles, in and around a New England town. Country is hilly. Roads are good.

The job is a pick-up proposition—the truck starting empty. The load is therefore a return-load.

Frequent stops. The truck has no starter—and tendency has been to let the engine run to save trouble of cranking.

Out to win the prize, the driver was willing to shut off his engine and crank up again after every stop.

Gasoline economy was increased 3 1/2 miles per gallon.

Load carried was doubled.

Transportation cost was cut 5c per ton mile, which means a saving of \$68.59 per month—or \$823 per year.

Industrial America employs 400,000 motor trucks.

Investigation shows that on the average each truck can effect a saving of at least \$350 a year—a grand total of \$140,000,000 dollars a year.

These trucks represent a capital investment of close to One Thousand Million Dollars.

The possible saving would pay a dividend of 14 per cent a year on the owner's truck investment.

Deposited as a sinking fund, it would practically write his truck investment off the books. The transportation principle responsible for the saving would also increase the life and service of his trucks.

Put to public uses, it would build 7000 miles of concrete roads at \$20,000—which means easier trucking, further saving in costs per ton-mile, fewer repairs, longer life to his truck.

It can be done. The Freight Transportation Department of your local Packard Branch or Packard Dealer will show you how—with your present make of trucks and in your business.

How to get more work out of your trucks at less cost.

How to fit the truck to the job.

One of the greatest difficulties the business world is laboring under today is the fact that most trucks are bought with little or no expert advice as to whether they will fit the work or not.

Whether you are a Packard user or not—feel perfectly free to call on the Freight Transportation Department.

Its counsel is yours for the asking—and without charge.

Some Results of Packard 100% War Work

The 5000th Liberty Motor built by the Packard Company was shipped on November 21, a week after its final assembly in the Packard shops, and a week ahead of the first anniversary of the completion of the first Liberty Engine ever made from standard tools.

It was on Thanksgiving Day, 1917, that the first Liberty Motor to come from an organized production line came from the production line of the Packard. Wrapped in an American flag, it was shipped the same day to the American aircraft forces.

Between Thanksgiving and the following March, the process of the new war engine's development was that of the accommodation of tool to design and design to tool, always necessary in the preparation for quantity production of a quality motor. The work of pioneering this development was either given by the government to the Packard or assumed by the Packard for the Government. Consequently, as late as February 25, Packard had produced the only Liberty Engines in operation, and to date Packard has built more Liberty Motors than any other manufacturer has made.

The great results of that development period are measurable by the fact that the improvements effected raised the horsepower of the Liberty Motor from 367, at which the government had accepted it for production, to more than 450. Another result was that large scale production rapidly followed final standardization of tools and design, so that by the end of the war, eight months later, Uncle Sam had more than 15,000 Liberty Engines.

PACKARD MOTOR CAR COMPANY, Detroit

W. D. MacMillan, Jr.