

Coamo of the Porto Rico Line. She will carry both passengers and freight and will touch at both San Juan and Ponce, Santo Domingo ports and ports in Haiti, covering practically the same route as the old President of the Hamburg-American Line. She is expected to make a round trip of all these ports in two weeks. Finlay, Waymouth & Lee are the agents for the Royal Mail in San Juan.

The Royal Dutch West India Mail, operating from Amsterdam, announced a monthly service this week through its agents Sucs. de L. Villamil & Co. It is understood that to begin with this company will operate chiefly freight steamers although passenger service later may be established. Ships of the line are expected to touch here once each month on the outward trip from Europe and if cargo is offered they will also touch at Porto Rican ports on the return voyage. --*Porto Rico Progress.*

BRYAN LEAGUE TO BOOM GERARD.

Resurrected To Back W. J. B.
It Swings to the Former Ambassador.

"LAUNCHING" DINNER LACKING A SPONSOR.

NEW YORK, Jan. 16th.—The Bryan league of New York, resurrected a few days ago for the ostensible purpose of booming William Jennings Bryan for the presidency, today announced it had swung around in support of James W. Gerard, former ambassador to Germany, who has filed in South Dakota his formal notice for the Democratic nomination.

Frank H. Warder, one of the leading members of the league, declared today that "Mr. Gerard is the only avowed candidate before the presidential primaries and the Bryan league believes that he ought to receive the unanimous nomination at the national convention."

Thomas Denies Dinner.

Warder added that Augustus Thomas a lifelong friend of Bryan, intended to give a dinner here on Jan. 15 to launch the boom and that the speakers would include Secretary of the Navy Daniels and Bishop Charles Summer Burch.

Mr. Thomas denied tonight that he had anything to do with sponsoring the new "Gerard boom."

"I have nothing to do," he said, "with the launching of a Gerard boom nor the bursting of a Bryan boom."

Mr. Thomas said that he was to speak at a dinner of the Holland Society at the Waldorf-Astoria Hotel on Jan. 15, the date was mentioned by Mr. Warder, but declared he contemplated saying nothing of political significance either for or against Mr. Bryan or Mr. Gerard. *The Boston Herald, Jan. 7th.*

BILL FOR RETURN OF U. S. DEAD FROM FRANCE

Washington, Jan. 6.—A bill directing the secretary of war to arrange for the return at government expense of the bodies of soldiers, sailors and marines now buried in Europe where the removal has been requested by the next of kin was introduced today by Senator Harris Democrat, Georgia, and referred to the military committee.—*Ibid.*

ALL HUNGARY PREY TO TERROR

Atrocities Compared with Worst in History—Wars of Religion Recalled

More Than 500 Slain In The Provinces

Berne, Jan. 6th.—Trustworthy and independent witnesses, both Swiss and British, who have just returned from Budapest, give remarkable accounts of the barbarity of the present Hungarian rulers, who, they all declare, are in no wise better than their Bolshevik predecessors.

Whoever is suspected of the slightest socialistic leanings is imprisoned, tortured and finally executed. Public executions have become a daily spectacle in Budapest, for which tickets are sold at several hundred Kronen each, and yet tickets are always too few.

Fearful Atrocities.

The National Zeitung of Basle says: "The most fearful atrocities of history and of wars of religion are being repeated in the Hungarian Capital."

In the Hungarian provinces, says the National Zeitung, the terror is still worse for there the entente missions are absent and war on all culture and delight in all brutality proceed unchecked. The number of victims is impossible to estimate accurately, but an estimate considered moderate puts them at more than 5000, many of whom have been children, old men and women. In a wood in one of the provinces more than 100 mutilated corpses were found.

The opinion of impartial investigators on the spot is that the allies must contrive to interfere immediately and vigorously so as to put an end to the present reign of terror in Hungary. *Ibid.*

TON OF BUTTER A MINUTE.

The butter industry of the United States is so large that more than a ton of butter was made for every minute day and night, last year, according to the dairy specialists of the United States Department of Agriculture. Yet even this enormous production scarcely meets domestic needs.

The output of factory butter has increased approximately 200,000,000 pounds each 10 years since 1880. Farm butter-making reached its maximum production about 1900. The present trend indicates

that it will become a less and less important factor in the nation's butter supply, being superseded by the factory product. Production of the factory butter in the United States shows a more rapid general upward trend than is observed in any foreign country from which dependable butter figures have been obtained. The number of such countries, however, is relatively small. Production of renovated butter in the United States is declining. This condition evidently results from reduced supplies of low-quality farm butter, the chief product from which renovated butter is made.—*Everyday Life.*

TRAINS WITHOUT WHEELS.

The time may soon come when we shall all be travelling to and from our work in trains without wheels. This may seem a rather startling prophecy, but the idea is by no means new, and the present troubles of railway transport have forced it to the front as a possible solution of our difficulties.

But how can a train possibly travel without wheels?—one will naturally ask. The answer is quite simple. The reader has doubtless often noticed that when two pieces of wet glass are placed together they slip about and glide over each other with perfect ease.

This is explained by the fact that the two pieces of glass are not really touching each other, but are separated by a thin film of water, on which they glide or float without the least friction. Directly the water is all squeezed out, the pieces of glass stick together and are not easily moved.

This is the underlying principle of the wheel-less train. A French engineer has invented a method of replacing the wheels by means of hydraulic skates or shoes which glide over flat rails, and between the skates and the rails a film of water under pressure is interposed. As the water escapes, it is recovered again by suction, and passes back into the water reservoir.

The train really slides along on a film of water and magnets are used as a means of propulsion. Since there is no friction in this method, a speed of a hundred miles an hour or more can be obtained without much effort.

Furthermore no brakes are required, for by shutting off the water supply the train immediately comes to a standstill.—*Ibid.*

Bargain! Bargain!

MEAL! MEAL!! MEAL!!!

Fresh 2 lbs. 15 cts.

FLOUR 2 LBS. 19 cts.

AT THE

DANISH AMERICAN GROCERY.