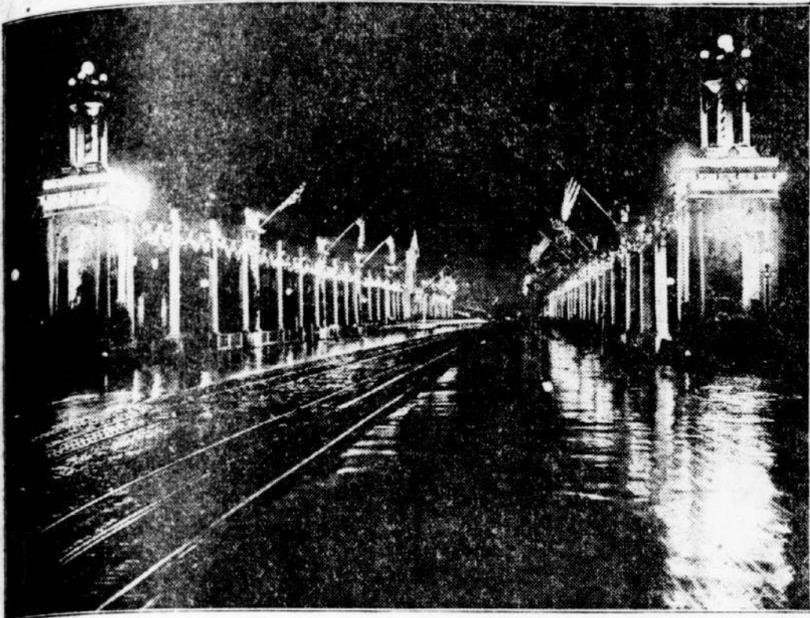
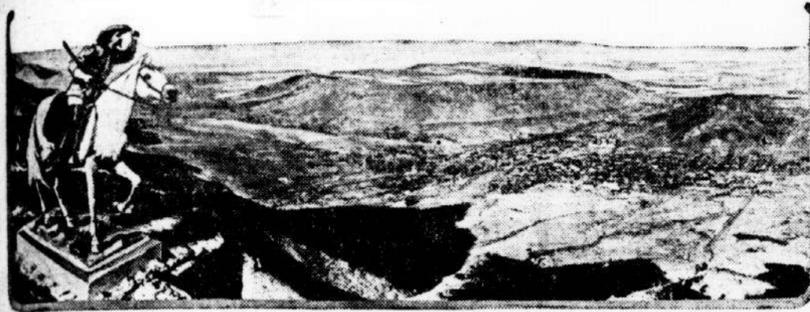


INAUGURAL COURT OF HONOR ILLUMINATED



The way in which the city of Washington was illuminated for the inauguration of President Wilson aroused the admiring comments of all visitors. The photograph shows the court of honor at night.

PROPOSED NATIONAL MONUMENT TO BUFFALO BILL



The national monument to Col. William F. Cody (Buffalo Bill) will be modeled on the figure shown in this photograph. The site of the monument on Lookout mountain, Denver Mountain parks, upon which the figure stands, has been dedicated for that purpose by the city of Denver. The mounted figure of Colonel Cody is a reproduction from the Pappacena painting, executed by the noted Italian artist, which Colonel Cody preferred even to the canvas painted by Rosa Bonheur.

STEEPLEJACK'S RISKY JOB



Taking chances with his life is an old story to Steeplejack Louis Bingham, and he made light of the job of untagging a flag on a pole jutting out from the twenty-first story of the Municipal building in New York. A fairly heavy snowstorm at the time made Bingham's job a bit uncomfortable, but he finally succeeded in untagging the torn flag.

MERRY MUSIC MASKED AGONY

Mr. Arthur Sullivan's Self-Mastery is Cited as an Eloquent Inspiration to Others.

At the time that he was composing the music for "Pinafore," one of the merriest of operas, Mr. Arthur Sullivan was suffering from a most painful disease. There was hardly an hour while the work was on that he was not at the verge of fainting. If Sullivan could keep his labors untagged by groans, how much easier it must be for us who seldom experience such sufferings. It takes but little self-discipline to keep irritation to oneself, to force cheerfulness to maintain the appearance of depression, to present a brave face to all about us. The person who says that come what may it shall find him unafraid has won the greatest thing in life, the mastery of his own spirit.

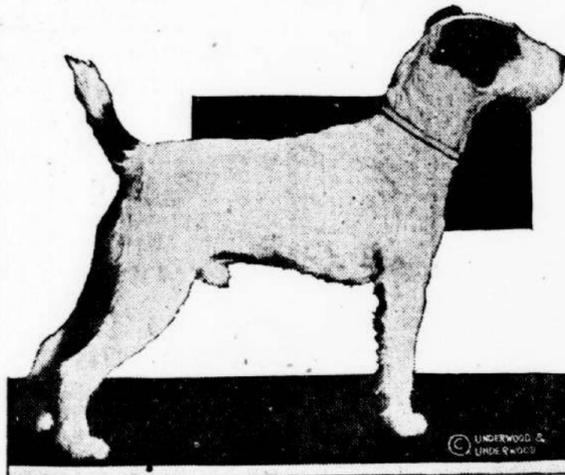
Danish West Indies Cost More. Somebody has figured out that our recent purchase of the Danish West Indies cost Uncle Sam a great deal more on an acre than any other addition of territory in our history. Alaska cost less than 2 cents an acre. Utah, Nevada, California and Colorado less than 4 cents an acre, Florida less than 14 cents an acre, and for the Canal Zone there was a jump to \$35.83 an acre. For the sum of \$295 an acre goes the Danish West Indies.

IN DOCTOR BLAKE'S HOSPITAL IN FRANCE



Scene in the American hospital at Ris-Orangis, France, conducted by Doctor Blake and his wife. It is 20 miles from Paris.

CHAMPION DOG OF THE WORLD



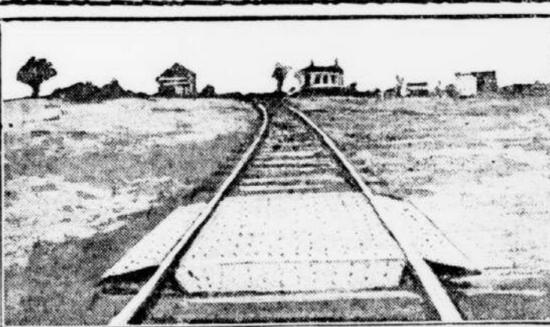
Wycollar Boy, a little wire-haired fox terrier belonging to Mrs. Roy A. Rainey, was the highest honors in American dogdom at the Westminster Kennel club show at Madison Square Garden, New York. He virtually won the championship of the world when he was declared the best dog of any breed or sex over nearly 2,000 dogs gathered from all parts of the world.

SCRAPS

Negroes of South Carolina are now buying merchandise on the co-operative plan. At the time of his death, Robert Louis Stevenson had 120 poems then unpublished. Plate glass invented by a Philadelphian, made by welding a thin sheet of celluloid between two panes of ordinary glass, is bullet proof and cannot be splintered with powerful blows by a hammer.

Sweden during the last five years has consumed 1,126,000 tons of bread yearly. Out of 65 houses in Wharton road, Bromley, England, 60 men have joined the colors. Nearly all deaths from electricity are said to be due to the sudden stoppage of the heart, which is the organ most affected by heavy currents. Rubber models of essential parts of cows have been invented in England to give girls who are learning to be milkmaids practical instruction.

RAILROAD CROSSING IS PUNCTURELESS



PUNCTURELESS RAILROAD CROSSING.

The country has put up with loose boards full of nails on railroad crossings for years; now the time has come for something better. Railroad men say as soon as the people demand something better they will be glad to use something in place of lumber.

A Missourian has invented a steel crossing made without spikes, lumber or nails, that can be taken up and put down in 30 minutes and will fit any track.

It is self-cleaning and will prevent mud, gravel, snow, sleet or ice from accumulating on the ties. Horses will not slip or get their shoes fast between the rails and crossing, and there is nothing to puncture tires.

NEW LINE FINISHED FANTASY IN RAILROAD TRAIN

TRANS-CONTINENTAL LINE IN AUSTRALIA MEANS MUCH.

Comparable in Way With Opening of Union Pacific Nearly Half Century Ago—State Roads Form Connecting Links.

Forty-one miles of track are now needed to complete the Australian transcontinental railroad, according to a correspondent of the Philadelphia Commercial museum. The importance of this news can hardly be overestimated, for the completion of this small piece of track promises to have an influence on Australian development comparable in a way with that exerted upon the development of this country by the opening of the Union Pacific nearly a half century ago. The immediate effect will be to link up the capitals of the five continental states of the Australian commonwealth by establishing an unbroken line of communication from Brisbane, on the east, through Sydney, Melbourne and Adelaide, to Perth on the west, a distance just a little short of 3,500 miles.

The Australian transcontinental railroad has been long in the building, and is the result of linking up of isolated stretches of lines constructed in and by the different states rather than of a carefully matured program of development. By the year 1889 railroad communication had been established between the four capital cities of Brisbane, Sydney, Melbourne and Adelaide, a distance of 1,700 miles, through the connecting at the borders of the state railroad lines of Queensland, N.W. South Wales, Victoria and South Australia, which line was in time extended from Adelaide northwest to Port Augusta, 200 miles. About the same time West Australia had built a state railroad eastward 373 miles from Perth to Kalgoorlie, in the heart of the gold fields.

Nothing was done looking toward the tracking of this 1,063-mile gap between Port Augusta, in South Australia, and Kalgoorlie, in West Australia, until 1907, when the Australian government ordered a preliminary survey of a line to connect these extremities of the existing lines from the east and west. As a result of that survey the commonwealth decided, four years later, to construct the railroad as a government line. Work was started at both ends, September, 1912, and construction has progressed so rapidly that there now remain only 41 miles of track to connect the Port Augusta and Kalgoorlie divisions.

It is improbable that the opening of the first Australian transcontinental line will have the same immediate effect as did the opening of the first American transcontinental line. The Australian railroad, and more particularly the 1,000-mile stretch between Port Augusta and Kalgoorlie, passes through a relatively poor and barren land, which does not now seem susceptible of the same agricultural developments as the land pierced by the Union Pacific.

The largest results cannot be expected from the Australian trunk line because of the lack of uniformity of gauge throughout its length, a defect traceable to the different gauges adopted by the different states in the first days of railroad building.

In the trip from Brisbane to Perth four transfers of passengers and freight will be necessary, and the trouble, delay and added expense of these transfers, already of appreciable magnitude along the eastern section of the line, will naturally become more serious along the entire line as the volume of business increases.

Notwithstanding the defect, which the government is already preparing to remedy, the completion of the transcontinental railroad will undoubtedly facilitate interstate trade and, in conjunction with its principal branches, will allow the produce of inland areas to find its natural outlet at the nearest port.

Explanation.

A woman gets off a street car backwards because she can't hold on to the circumambient atmosphere in front of the car.—Memphis Commercial.

The Wrong Sister.

Mrs. Grump—Emily Smith of a flat upstairs fell on the ice and sprained her wrist. Grump—Emily? What infernal luck! Why wasn't it Geraldine, who pounds the piano?—Boston Evening Transcript.

No Alarm.

"Somebody is going to get into hot water in a leak which has just been discovered." "What? In high circles?" "No; in the radiator."

Number of Cars Passing Over Pennsylvania Road Leads Statistician to Make Calculation.

During the month of September 1915, between 185,000 and 190,000 cars passed over the middle division of the Pennsylvania railroad. The fact led a statistician to make the following ingenious calculation: Suppose that the cars numbered 188,000, and that all of them had to pass a given point during the 30 days of September; each car would have but 13.7 seconds in which to make its transit. If each car was 35 feet long, and all the cars made up only one train, it would be about 1,262 miles long. If drawn by a single two-cylinder locomotive that had cylinders of 30-inch stroke, driving wheels 4 feet 8 inches in diameter and a 200-pound steam pressure, the cylinder would have to be 53 feet in diameter, the heating surface would approximate 62 acres, and the grate area would be nearly one acre; and were the fire box 72 inches wide, it would have to be 1.25 miles long. The handle of the fire rake would extend back to the two hundred and seventh car. The fireman would have to throw 1 1/2 tons of coal at a shovelful, and throw a shovelful once every three seconds. To feed the boiler, the injector pipes would have to be about 5 feet in diameter, and both of them would have to be working most of the time. If the engineer had to whistle to the rear brakeman, the sound, if it could carry so far, would take 1 1/2 hours to reach him. At a sustained speed of 12 miles an hour, it would take the train about 4 days and 12 hours to pass a given point, so that if a station master said "Good-by" to the engineer at midnight on Sunday, it would be noon on Friday before he could shout "Hello" to the brakeman on the rear car.—Youth's Companion.

BUILD RAILROADS IN AFRICA

Much Important Construction Interrupted by Outbreak of War—Military Lines Opened.

At the outbreak of the war Africa had a total of something like 25,000 miles of completed railroad, and was building new lines at the rate of about 2,000 miles a year. At the firing of the first shot much important construction work was dropped instantly, not to be resumed again until the war is over. This affected what would probably have amounted to 4,000 miles of new line that would have been completed in the two and a half years the war has lasted so far. This loss is partially offset by the construction—purely military lines for the better prosecution of certain campaigns—that might not have been undertaken for many years had not the war rendered it imperative from a strategic standpoint. Such was the linking up of the Union of South Africa system with that of German Southwest Africa. Both in pushing his campaign for the conquest of the latter region; and such the running together of the railheads of a branch from the Uganda railroad and the Usambara line at the frontier of German East and British East Africa. Similar construction has also taken place in Nigeria, the Cameroons, northern Rhodesia and probably the Belgian Congo. The total mileage that has been added for military purposes is difficult to estimate, but it would hardly be in excess of from 20 to 25 per cent of what would have been built had the peace-time rate of construction been maintained. Moreover, like all strategic railroads, this military construction is worth far less as an economic asset than an equal mileage of line built for purely commercial purposes.—Lewis R. Freeman in World Outlook.

Lip Salve.

An excellent lip salve for ordinary use is the old-fashioned camphor ice. Glycerin should not be used in any case. It has too great an affinity for water and is too drying, while the camphor ice is cooling and healing. In aggravated cases after applying the latter for two or three nights, change to vaseline treatment and then, having reclaimed the lips, so they have firmness, keep them in good condition by drying them properly and by keeping the tongue away from them.

Slight Mistake.

Mrs. Novoo Rich was indulging in a "maid" for the first time, and paid a visit to a registry office. She glanced round the room into which she was shown and it was evident the occupants were not to her liking. "Look 'ere," she yelled at the retiring attendant. "Ave I got to choose one of these 'ere? Holy coke, woman! I wouldn't have one of 'em inside me door. Such—" "Hush!" squeaked the attendant, pale with fright. "These are the mistresses!"—London Answers.



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