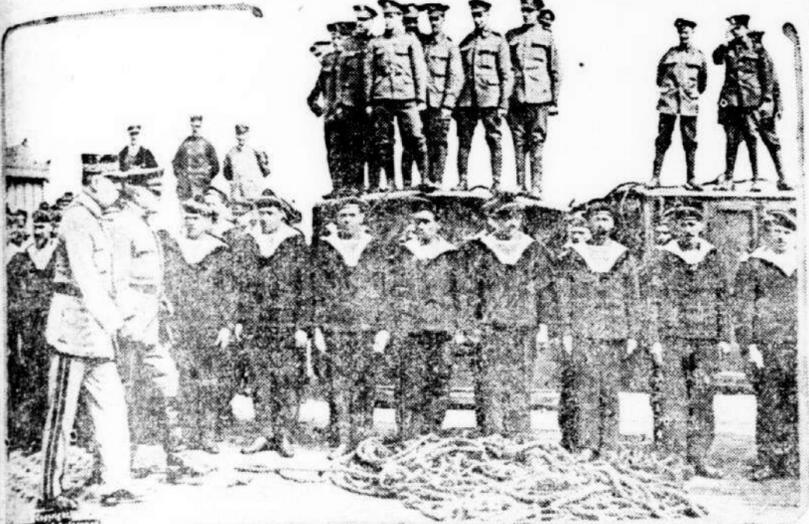


PERSHING REVIEWING FRENCH MARINE GUNNERS



General Pershing, accompanied by General Follotier, reviewing French marine gunners on a quay.

CAMP AT AYER, MASS., AND ITS CONSTRUCTOR



View of the training camp for the national army under construction at Ayer, Mass., and, at right, Capt. Edward Canfield, Jr., U. S. A., who is in charge of the building work there.

"LONG LIVE AMERICA"



Miss Bernhardt, recovered from her recent illness, cheering for America at a celebration in Prospect Park, Brooklyn, where the people gave her a tremendous ovation.

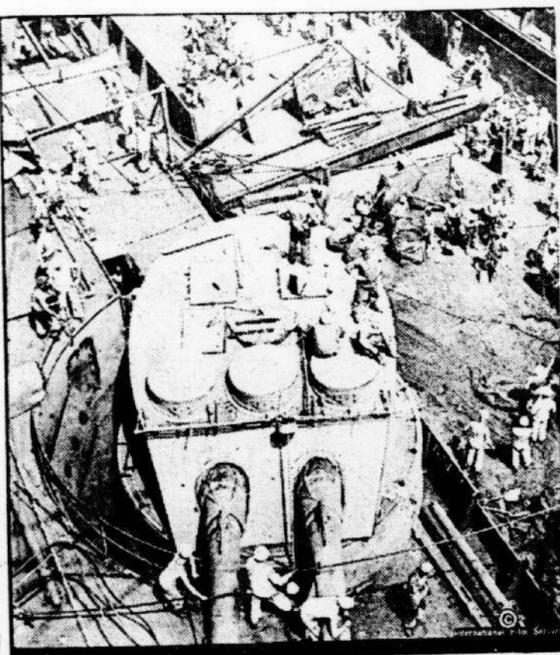
College Men for Ambulances.
Fifteen hundred picked men from universities and colleges in the country will serve in the United States Ambulance corps. The corps is to be organized into units of 36 men each. Thirty-two colleges are represented in the men who offered themselves for the service. They will go into training near Philadelphia and will be sent abroad as soon as possible after their equipment is complete.

New Stabilizer for Airplanes.
An electric stabilizer for airplanes has recently been invented by Orville Wright, according to reports. It is understood that the stabilizer discards the usual gyroscope and instead makes use of a pendulum swinging in a liquid bath. This pendulum controls the electric current, which in turn controls the stabilizing means.

Up Against It.
"Dubson's troubles never end." "What's the matter?" "It was years before he learned how to pronounce 'garage' correctly, and now that airplanes have become so common he is struggling with 'hangar.'"

No Smartness There.
"Cholly Shallowpate is anxious to get into the smart set. Do you think he'll succeed?" "Oh! I think so. He looks sufficiently foolish to get in."

COALING ONE OF OUR BATTLESHIPS



Scene on the deck of the United States battleship Georgia while it is being coaled at the Charlestown navy yard.

GEORGE J. GOULD, JR., AND HIS BRIDE



Following a few days after his brother Kingdon's wedding, George J. Gould, Jr., youngest son of the financier, was married to Miss Laura M. Carter in Philadelphia, Pa. Mrs. Gould, Jr., is twenty-one years old.

THINGS WORTH KNOWING

The bricks of Babylon were cemented with hot bitumen and at every third row crutes of reeds were stuffed in.

Among the instruments of the band that played before Nebuchadnezzar's golden image, was the psaltery (Daniel 3:5, 10, 15).

The kingfisher is slaty blue and white, is as large as a pigeon, flies very fast and has a rattling note; it generally frequents creeks and ponds.

The turtle dove is a drab-colored wild pigeon; wings whistle when it flies.

Japanese utilize the hides of sea lions for the manufacture of a waterproof leather which has various uses.

The crow is the one big black bird larger than a pigeon that flaps its wings all of the time slowly as it flies.

The so-called Arabian numerals, the characters 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, were borrowed by the Arabs along with the decimal system of notation from the Hindus.

AUTOMOBILES STREWN ALONG RAILWAY



VALUABLE MACHINES SCATTERED ALONG TRACK.

When an axle broke on the rear car of a freight train near Cincinnati, recently, and the car was overturned, the resulting wreck strewn along the track a number of the new automobiles with which the train was loaded. The photograph shows the old sight presented when the single track was cleared of the wreckage, valuable autos and freight-car trucks being scattered on both sides of the right-of-way. Some of the autos sustained little damage; others were wrecked beyond repair.—Popular Mechanics Magazine.

ENGINE IS UNIQUE

Drivers Under Tender as Well as Under Cab and Boiler.

HAS SIXTEEN DRIVING WHEELS

First Machines of This Type, Used on Steep Grades in North Carolina, Made by Using Discarded Locomotives.

The latest thing in locomotives has drivers under the tender as well as under the cab and boiler. This disposition makes it possible to equip a single engine with no less than 16 driving wheels. The set of eight, under the tender, has its own pair of cylinders. In fact, the first machines of this type, used on the steep grades of the Southern railroad in North Carolina, were made by mounting tender-tanks on the machinery of discarded locomotives. Says a writer in Railway and Locomotive Engineering:

Relieved Congestion.

"Between Asheville, N. C., and Hayne, S. C., there lies a stretch of track 69 miles long on the Southern railroad, of which Mr. J. Hainen is general superintendent of motive power and equipment. . . . This single-track line had been much congested until Mr. Hainen worked out a design of engine which has a much greater tractive power than the type of engine formerly employed. The plan is briefly the mounting of tender-tanks upon the machinery of discarded locomotives. There is a 4 per cent grade three miles long on this division, and the new engines built by the Southern have to encounter this grade as part of the day's work.

Used Scrapped Engines.

"The first of the new type of duplex engines was put upon the road about a year ago, and it proved to be so satisfactory that seven such locomotives have been turned out of the company's shops at Spencer, N. C. The number of trains has been reduced, though the total tonnage is considerably greater, and the speed of the train's run has been increased. To effect this satisfactory result it was not necessary to buy new cylinders, wheels or running-gear. The parts used were taken from scrapped Mogul and Consolidation engines, so that the expense involved was reduced to its lowest terms.

"The scrapped engines furnished the frames, cylinders, wheels, axles, side-rods and valve-motion complete. By the use of specially designed carriers, the tanks of Mikado tenders were mounted where the boiler of the engines had formerly been. With 7,500 gallons of water and 12 tons of coal the auxiliary engine carries a weight of 176,000 pounds as a maximum, the minimum being about 100,000 pounds."

This duplex engine has a drawing power of 64,000 pounds, as against 46,000 for the single engine formerly used. Steam is carried to the cylinders under the tender by flexible piping. The main or forward engine runs on superheated steam and the rear on either saturated or superheated steam.

TO EXHIBIT OLD LOCOMOTIVE

Mississippi, One of First Engines Used in United States, Was in Service 54 Years.

The locomotive Mississippi, built in England in 1834 and operated on the Illinois Central railroad 54 years, has arrived in Chicago. The little engine, which is hardly 12 feet long, was one of the first used in the United States. It was bought for service on the old Natchez and Hamburg road in 1863. Later it was turned over to the Baltimore and Ohio and became part of that company's exhibit in the St. Louis fair in 1904.

President Markham of the Illinois Central heard of the historic engine and it was found in the Baltimore and Ohio yards at Martinsburg, W. Va. Space in the Twelfth street station probably will be fenced off and the locomotive will be placed there as a permanent exhibit.

RAILROADS USE BIGGER CARS

Load-Carrying Capacity Provided by Big Roads Increased 60 Per Cent in Ten Years.

The railroads are not only ordering additional equipment, but they are constantly replacing old equipment with new cars of greater carrying capacity than the old. So that while the number of cars in ten years increased 37 per cent the load-carrying capacity provided by the railroads increased 60 per cent.

TO KEEP TRESPASSERS OFF

Now That Bomb-Plotters Are Seen Behind Every Culvert, Railroads Keep People Off Tracks.

Now that guards are everywhere about and bomb-plotters are seen behind every culvert, some railroads show signs of making an effort to keep the public off their right-of-way. Signs are being posted in places where the railroad's land has served as a highway for years, perhaps for generations.

Not improbably the railroads may soon start a big attempt to exclude the foot passenger from their tracks. He has been their bane for ages. He travels on the line without paying; indeed, instead of paying, he or his survivors frequently seek to collect damages from the railroads for hurts sustained by falling afoul of the running stock. Nothing would suit the roads better than to be delivered of trespassers. Now is obviously a favorable time to move in the direction of such a desire.

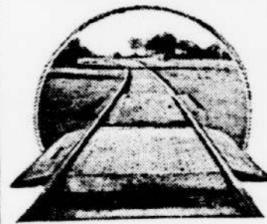
Privation of the free-born American's supposed inalienable right to walk a railroad track would not do much serious damage to anyone. In many places it might be necessary to provide short lengths of genuine highway, so that workers should not find themselves deprived of an easy route between home and factory. In addition to temporary measures, a permanent system for policing roads and punishing trespassers is required. Above all there must be a popular realization of the enormous cost in life and limb that the reckless habit of walking along the railroad track entails upon the country.

NEW CROSSING OVER TRACKS

Lightweight Steel Device Cleans Itself and Eliminates Jolts—it is Easy to Adjust.

Wherever a road crosses railroad tracks, this lightweight steel crossing belongs.

It will fit any standard-gauge track, it can be put down or taken up by one workman in 30 minutes, or in case of repair work it can be adjusted to a



Crossing Over Tracks.

skeleton track in ten minutes with sufficient security to allow teams, automobiles and other heavy traffic to pass safely. Its surface is such that mud, snow, gravel, sleet or ice cannot get a purchase, yet its knobs prevent horses from slipping. It eliminates jolting.—Popular Science Monthly.

RAILROAD MEN ARE PRAISED

Pick of Industrial Workers of Country Have Developed Natural Resourcefulness.

You seldom see a sullen face among railroad men. You seldom meet with one who thinks confusedly, and never with one who goes about his work sleepily. The railroads have had the pick of industrial workers of the country and they have developed natural resourcefulness into second nature, independence into that fine flower which understands the worth and necessity of obedience, says Washington Star.

In sending 12,000 railroad men to France as the first contingent for service overseas, Washington will not merely meet pressing requirement in France, but also have a representation warranted to make the impression we desire to form. In imagination, we can see these strong, capable, clean-skinned, clear-eyed men landing, see them take to their tasks with a vim, making French and English railroad workers hump to keep up with them. It was a wise selection of manhood material.

Payment of Transportation.
The payment of transportation on the lines of New York city during 1910 was \$17.80 per capita. During the year the Interborough Rapid Transit company carried a total of 371,505,312, an increase of 25,919,569 over the previous year.

Conduct Publicity Campaign.
A number of leading American railroads are at present conducting a publicity campaign which has for its object the warning of the public not to trespass on railroad tracks.

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