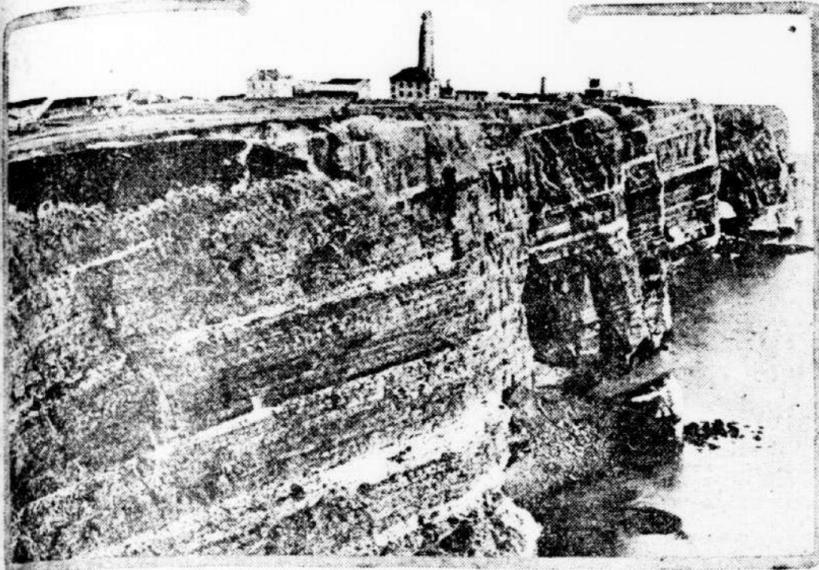
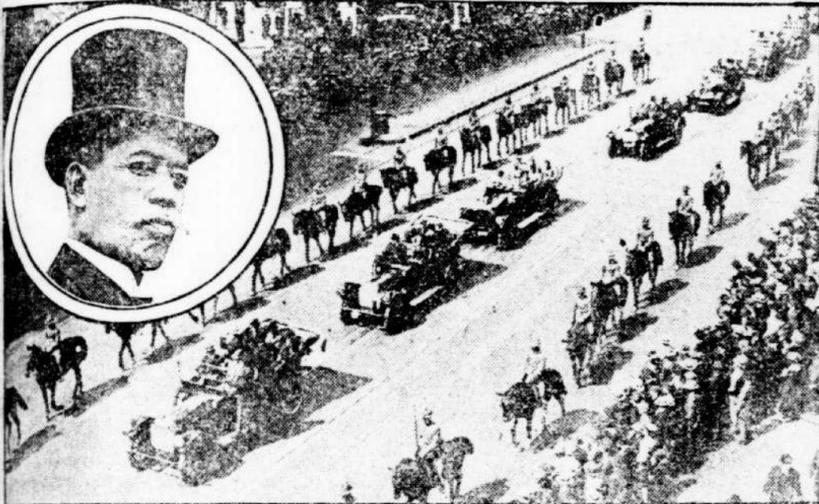


GERMANY'S STRONGHOLD IN THE NORTH SEA



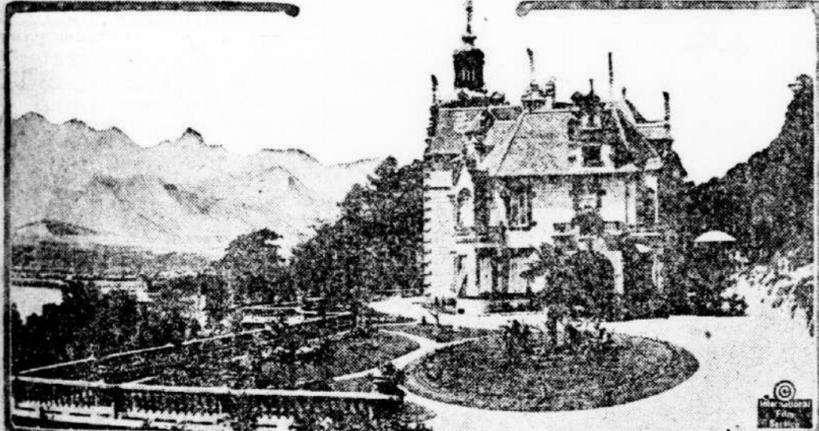
View of a part of Heligoland, the island in the North sea which England traded to Germany years ago and which the Germans made into a powerful naval base.

SAN FRANCISCO HONORS JAPANESE MISSION



Military parade in San Francisco in honor of the Japanese mission to the United States. Inset is a photograph of Viscount Ishii, head of the mission.

EX-KING CONSTANTINE'S BEAUTIFUL HOME



View of the beautiful Castle Chartreuse, near Thonon, Bernese Oberland, Switzerland, which has become the home of ex-King Constantine of Greece and his family. The castle commands an excellent view of the surrounding country, with its high mountains, fields, and rivers.

TAG FOR AMERICAN SOLDIER

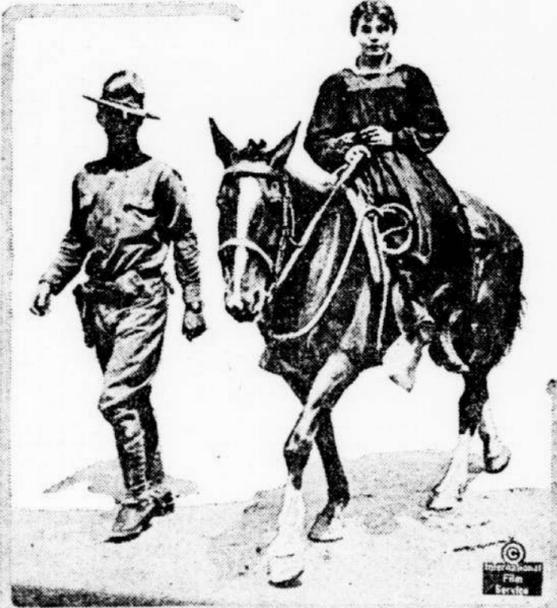


No matter what precarious position circumstances Uncle Sam's fighting men get themselves into, it will be next to impossible for them to lose their identities. Suspended around the neck every man will wear a metal tag. On this will be all the necessary data for his identification. This photograph shows the tag as it is worn around the neck.

Found Ancient Slipper.

That well-known stuff about the slippers of Cinderella's feet may be true after all. Allan MacDonald, of Dunfermline, Scotland, has just found an ancient slipper, believed to have been a girl's, in a peat bog. He thinks it was lost by a fair maiden of long ago who, after a shot while running to escape the attentions of an ardent princeling, hid the slipper in a hole in the peat. For these days—weighing about a pound and a half, resembling Charlie Chaplin's winking tribes.

SAMMY IS GALLANT IN FRANCE



American chivalry to the fore. Gallant Sammy gives a lift along the road to a charming French miss. Who wouldn't?

ITEMS OF INTEREST

The Austro-Hungarian flag was adopted March 6, 1869. A newly invented egg boiler for home use is surmounted by a figure of a rooster, which crows automatically when the eggs have been boiled for a set time. A new seaport recently built by the government on the east side of the island of Luzon will shorten the voyage to the Philippines from American ports by three to five days. Men's hats of American make are making big sales in Guatemala. New Zealand's hemp industry has been prosperous in the last year. There is an opening in Yunnan City, China, for the introduction of soap. Tea compressed into blocks which resemble plug tobacco is sold by an English firm for the convenience of tourists. An attachment for two-wheeled hand trucks has been invented that holds bags open as they are being filled.

WOMEN MAKE START IN RAILROAD WORK

Women have made a splendid start in various branches of railroad work, to make up war-time deficiencies of men, according to reports of the New York Central railroad, whose president, Alfred H. Smith, has ordered the employment and training of feminine workers wherever possible in all departments. A gang of 30 women, under direction of a woman bookkeeper, is employed by the New York Central at Collinwood, O., in sorting 3,000 tons of scrap, nuts, steel plates, spikes, bolts, brake shoes—practically every part of a superannuated engine or a broken-down car. These women examine and sort every piece of scrap; they do the work as well as men and appear to like it. **Training of Women.** A. T. Hardin, senior vice president in charge of operation of the New York Central, who promulgated an order to all officers to "begin the employment and training of women for the various branches of the service which they can perform, beginning at first with the least laborious work," concerning progress of the movement said: "The first rule we laid down about the increased employment of women, made necessary by the war, was this: The woman who does the same work physical strength. Women could not lay railway ties. They should not be called upon to do work which would overtax their strength. We are not used to the idea of the performance of manual labor by women in this country. We don't like to see women do hard work. But there is nothing about railroad work requiring skill or accuracy which women cannot do. We have had one woman watchman at a railroad crossing up the state for the last ten years. "Our present work is centered largely in the organization and training of women for employment by the railroads. We cannot tell how long the war will last nor how many men we may lose by the draft. We want to be ready. The women we are training are in many instances relatives of our employees. They have taken up railroad work eagerly and energetically. Their contribution to the industrial welfare of the country will be of tremendous benefit to women. Many women have extraordinary energy and power for constructive work which has never been put to practical use. The war gives them an opportunity to serve their country and themselves. **Do Work of Men.** "In Europe women have proved their capacity to do the work of men and



DON'T MIND GREASE AND GRIME OF SHOP.

as a man will get the same pay as a man. Those women who are sorting scrap get an average of \$2.50 a day—just what a man would receive for similar work. "We have increased greatly the number of women employed in our auditing department. We have women in our car department to keep track of the movements of 240,000 cars. They keep a record of where each car goes and what it does every day. We have put women to work in our purchasing departments. We are training women to sell tickets, to act as watchmen at railroad crossings. In our shops women are learning to run lathes, drills and other small tools, and we expect to employ women as assistants in stations. **Can Do Any Work.** "There is no work on railroads which a woman cannot do, except the heaviest manual labor requiring great American women are demonstrating equal efficiency in every field they have entered. "Sir Robert Borden, premier of Canada, was anti-suffrage and opposed generally to the work of women in the fields pre-empted by men until the war sent men to the front and put women at work in their places. Today Canada is in a better position financially than at the outbreak of the war. And in a speech recently Sir Robert Borden said: 'Canada owes her salvation to her women.' "The New York Central has about 85,000 employees, but many of them through the nature of their work are exempt from the draft. Many railroad men have volunteered, however. Two hundred of our finest mechanics have volunteered in engineering regiments which will work on the railways of France. Other railroads have given their best men."

NEW LOCOMOTIVE IS LARGE

Greatest Steam Engine in World Just Put Into Service—Has 24 Driving Wheels.

The greatest locomotive in the world has been put into service by the Baldwin Locomotive works. It is so gigantic, says Popular Science Monthly, that its boiler had to be made flexible at three different joints so that the locomotive could turn around a curve. It is over 100 feet long and weighs 420 tons. Twenty-four driving wheels, each standing as high as an average-size man, afford it traction. The driving wheels are distributed along the length of the locomotive in sets of four pairs, the wheels of each being coupled together and driven by two giant steam cylinders. Under full steam, the locomotive can exert an 83-ton pull on the cars behind it—which means that it can easily haul a freight train two miles long and 23,000 tons in weight, over an ordinarily good roadbed at an average rate of 14 miles an hour, and possibly more.

ENGINEER FIFTY-TWO YEARS

W. E. Miller, Seventy Years Old, Placed on Pension List by Vandalla, Enjoys Unique Record.

W. E. Miller, seventy years old, who went on the pension list of the Vandalla railroad July 1, was the oldest engineer in point of service in the middle West, having run an engine 52 years. Moreover, his father before him ran an engine, the first on the Vandalla, which was made in Boston, came to Buffalo by rail, to Toledo by lake and to Terre Haute by the Wabash and Erie canal. At that time, in the early fifties, the Pennsylvania system, of which the Vandalla is a part, had no road across Ohio.

Oxygen for Passengers.

The railroad connecting Chile and Bolivia, which crosses the Andes 14,165 feet above sea level, provides oxygen chambers in which passengers can get relief from the rarified air of the high altitudes.

Wiping Out Grade Crossings.

Since 1902, in the interests of safety, the Pennsylvania railroad has spent more than \$40,000,000 in dispensing with grade crossings on its lines east of Pittsburgh.

SEEDY HOBO IS ELIMINATED

Stringent War Regulations Cause Him to Disappear From Railroad Right of Way.

What no amount of legislation and no number of warning signs could accomplish in years has been accomplished in a few brief weeks by the entry of the United States into the world war—the railroad hobo has magically disappeared, says Oakland (Cal.) Tribune. No more are his breakfast fires to be seen burning under bridges or beneath overhanging branches in the creek beds beside the track. There are no more "hangouts" at the entrances to tunnels, and the "side-door Pullmans" are no longer tenanted by unshaven and ragged specimens of humanity.

The disappearance of the hobo from the railroads was brought about by the stationing of soldier guards at all approaches to bridges, tunnels and terminals. Any person walking on a railroad right of way these days must have means to prove instantly that he is an individual above suspicion. The hobo carries no handbook, calling cards, business correspondence or other papers to prove his respectability.

Woman Workers in Prussia.

In Prussia 30,000 women are working in mines. Some 50,000 are at work on state-owned railways and thousands are working in munition factories. All are at work under governmental orders and military rules.

Road Building at Night.

Railroad building at night has been made possible in South Africa by equipping a freight car with a lighting plant and mounting searchlights on projecting arms.

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