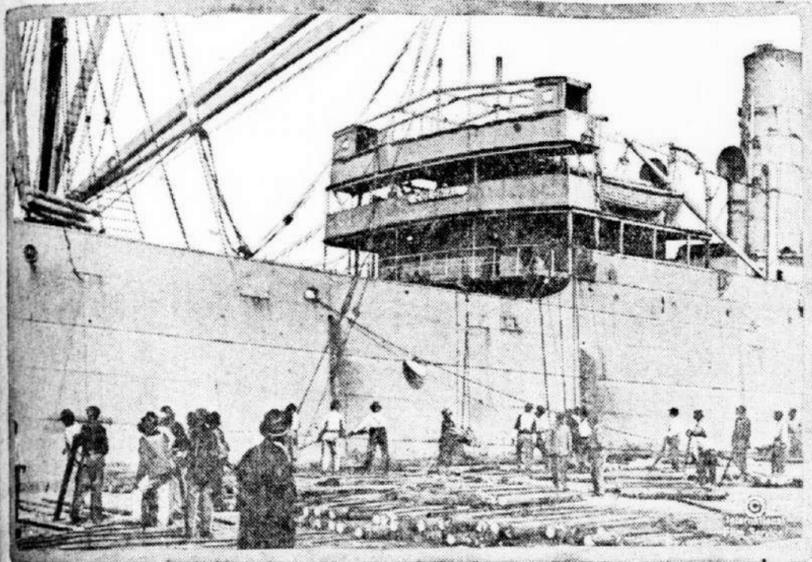


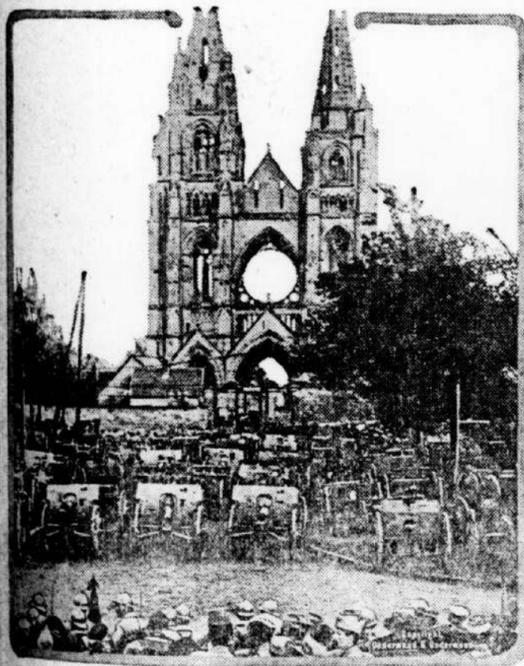
1—German airplane in Palestine, captured by cavalry and being towed to the British camp. 2—Italian war dogs used in the Alps to convey wounded soldiers. 3—Australian troops marching up a battle-scarred road to take their places in the trenches in France.

SHIPPING MUNITION METALS TO THE ALLIES



A steamer being loaded at an Atlantic port with iron and steel bars consigned to government munition plants in France and England. The United States is of invaluable service to its European allies in supplying the tremendous demand for metals used in the manufacture of war materials.

EXHIBIT OF GUNS TAKEN BY THE FRENCH



Hundreds of German guns captured by the French in the battle of the Chemin des Dames are on exhibition for the French populace in front of a famous old church in Soissons.

VISITOR FROM ENGLAND



Sir Frederick E. Smith, who was Great Britain's censor during the first year of the war, is now on a visit in the United States. He believes the censorship should not prevent the publication of the heroic deeds of the troops.

WILLING TO PAY ANY PRICE

Chinese Anxious to Use Weighing Machine, Was Trying to Insert Folded Bill in Slot.

As he walked out upon the platform of an interurban station he attracted attention immediately. He was rather different from the ordinary Chinaman. There were the curled pigtail, flapping trousers and long, loose jacket, but his face was anything but Celestial. While the usual Chinaman expresses only haughty and intelligent inquisitiveness, this man beamed good nature and intelligent inquisitiveness. "Whereas that he was the center of attraction, he walked up to a weighing machine and gingerly inspected it. That he understood its purpose was evident, for he reached down into a

pocket and hauled out a nickel, which he vainly attempted to insert in the slot. This coin did not fit and he tried again with a quarter. Still no success. Evidently this machine of the "foreign devils" required a bigger sacrifice. A half-dollar was forthcoming, and just as he was inserting a folded bill, the station agent rushed out and held his arm.

Pride Before Fall.

"My poor man, how did you happen to come here?" asked the sympathetic station agent. "Overconfidence caused my ruin, ma'am," replied the international crook. "But I don't understand." "I had been doing so well I got an idea that all the smart detectives were in books."—Birmingham Age-Herald.

Fish That Do Not Sleep.

"In my room I have a bowl of water containing goldfish. I noticed that these fish never sleep. Sometimes I stay up at night reading until one o'clock, but even at that hour these fish are as frisky as in the daytime, writes a correspondent in the Cardiff Western Mail. I pointed this curious fact out to a friend who is a naturalist, and he told me that there are several species of fish, reptiles and insects which never sleep during the whole of their existence. Among fish, he explained, it is positively known that goldfish, salmon and pike never sleep at all; also that there are several others in the fish family that never sleep more than a few minutes a month."

Some Exceptions.

"Like does not always produce like." "What do you mean?" "Don't loose methods often get one in a tight place?"

Pat Name.

"I see Bond has bought a ditto for his new-born baby girl." "He should christen her Iona Bond."

Immune.

"It seems to me they are always disputing a man's will." "But how seldom a woman's won't."

PASSENGER TRAIN DERAILED AFTER COLLIDING WITH HEAVY MOTORTRUCK



The photograph shows the Santa Fe train which was derailed near Le Grande, Cal., after colliding with a heavy motortruck of the Union Oil company. The driver of the truck signaled the train that he was stalled on the crossing, but failed to attract the attention of the engineer in time. The engine turned over on its side, and the baggage car and smoker left the track after tearing up more than 100 feet of track. The engineer was probably fatally hurt.

ROADS FOR ARMIES

One of Important War Issues Is That of Transportation.

MUCH EQUIPMENT IS NEEDED

Miles of Railroads Must Be Built to Carry Soldiers Through Eastern France and Western Belgium—Engineers in Danger.

The transportation problem back of the allied armies has become one of the most important issues of the war. The maintenance of the English and French armies has required the use of thousands of miles of railroad lines and huge quantities of rolling stock and other equipment. Need for this equipment became more and more imperative each time the allied armies dented the German line.

"The Cui" railroad, an abbreviation of the Chicago, Anamosa and Northern, supplied six freight cars, two combination passenger cars, three locomotives, six steel bridges, 36 miles of rails, not including several switching tracks, and numerous other equipment. A similar service has been performed by half a dozen other railroad lines which have ceased to exist.

One Problem of French.

One of the problems in connection with the installation of an American army of several million men on the western front will be the building of miles of other railroad lines through eastern France and western Belgium. The task facing the American engineers can scarcely be appreciated by the layman.

To begin with, the task of building and equipping these lines in the short space of time available for this work would be difficult enough even in times of peace. One of the problems now before the engineering staff of the army is to find equipment with which to build. Hard pressed steel mills, which make a specialty of railroad equipment, must be pressed into service, even at the risk of sacrificing other imperative orders, or America must surrender many additional miles of little used railroads.

Either that or else some of the great railroad systems must spare what little equipment and rolling stock they can with other demands already overwhelming them. Most of these railroad lines will be laid within the zone of gunfire back of the American lines, and the dangers to the American engineers will be even greater than the perils encountered by the pioneer engineers who built the first lines through Indian country in the wild west days. British engineers have averaged a mile of road a day under shellfire, working with gas masks and steel helmets always at hand.

The rivalry between the corps of American engineers who have been engaged in the arduous task of building subways, dams, deepening rivers, etc., and the Royal engineers is expected to result in even greater accomplishment in this respect.

Narrow Gauge the Exception.

Despite the popular impression, narrow gauge lines are not the rule at the front. To be truthful, they are the exception, for the huge guns and the tremendous quantities of supplies which must be moved over these lines demand the heaviest of equipment. Miles and miles of standard railroad track run right up to the big guns which are belching death into the German ranks.

Shell holes must be filled up, the wreckage of German narrow gauge lines moved to one side, bridges installed and equipment brought up, sometimes under fire so galling that the work is even more dangerous than trench fighting.

It is to such tasks as these, with what new material and equipment can be commandeered to supplement the

Direct Paris-Madrid Road.

Engineers are working on plans for a more direct railroad between Paris and Madrid that will cut the running time for trains from 14 to 7 hours.

Distance Covered by Cars.

A cyclometer has been specially designed for measuring the distance covered by railroad cars.

Trackless Trolley a Success.

The trackless trolley has been a success at Bradford, England.

relies of the days when railroad promoting was in vogue, that the engineers recruited from the subways and street railway lines of New York will give most of their attention. Subway building has fitted scores of these men admirably for the work ahead.

WOLF IS REALLY HERE NOW

If Every Individual Does His Duty Problem of Freight Congestion Will Be Solved.

We are regularly told about this time of year to do our duty by the freight car—to load it heavily and unload it speedily, so that it may go on its way rejoicing to the next man who is waiting. There is danger that we minimize the present freight congestion by thinking this is the same old trouble, and that it doesn't amount to much, anyway. We have heard the cry of "wolf" a good many times, and nothing disastrous ever happened. But let us not be deceived. This year the wolf is really upon the flock—the wolf of hunger and of cold. It is hard to get wheat to the mills, and perhaps even harder to get coal to the city yards. So let's keep the cars moving. If every individual does his part the national problem of freight congestion will be rendered much simpler of solution.—Farm Life.

CABLE IS SHORT-CIRCUITED

Trouble During Spell of Hot Weather Prevented by Use of White Cheesecloth.

During a period of hot weather in New York last summer, when the temperature averaged more than 90 degrees F. at midday, some 11,000-volt, three-phase cables carried on a New York Central viaduct became short-circuited and temporarily crippled the division, which is in the electrified area. It was discovered that the temperature inside of the conduits approximated 140 degrees and that the trouble was primarily due to that



Cheesecloth Covering.

cause. In order to reduce the heat and thereby prevent recurrence of the short-circuiting, long canopies of white cheesecloth were erected over the conduits carrying the cables. The cloth prevented the pipes from absorbing the heat of the sun and caused a temperature reduction of from ten to twelve degrees in them. That sufficed to meet the problem.—Popular Mechanics.

BAR RAILWAYS FROM CITIES

Introduction of Roads Into England Accompanied by Many Direful Predictions of Disaster.

The attitude of many people toward airplanes reminds a writer for the London Chronicle of the fears with which the introduction of railways into England was met. Then the direful prophecy that engines would explode like a rocket frequently was heard, and it was a general belief that locomotive would devastate towns, blast the countryside and choke the farmers' stock. City officials in many towns vigorously protested against the approach of railways, and there were many ordinances drafted prohibiting the laying of tracks nearer than one mile to a village. For many years it was necessary for persons wishing to travel from Leeds to go by cab to Hunslet, more than a mile away, in order to reach a railway station.

Railroad Cars in Bolivia.

There are 1,350 railroad cars in Bolivia, of which 112 are for passenger use.

New Station for Macon.

A new railroad station costing \$2,500,000 has recently been completed at Macon, Ga.

Gasoline locomotives up to 100 horse power are being built for handling freight cars about railroad and factory yards.

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