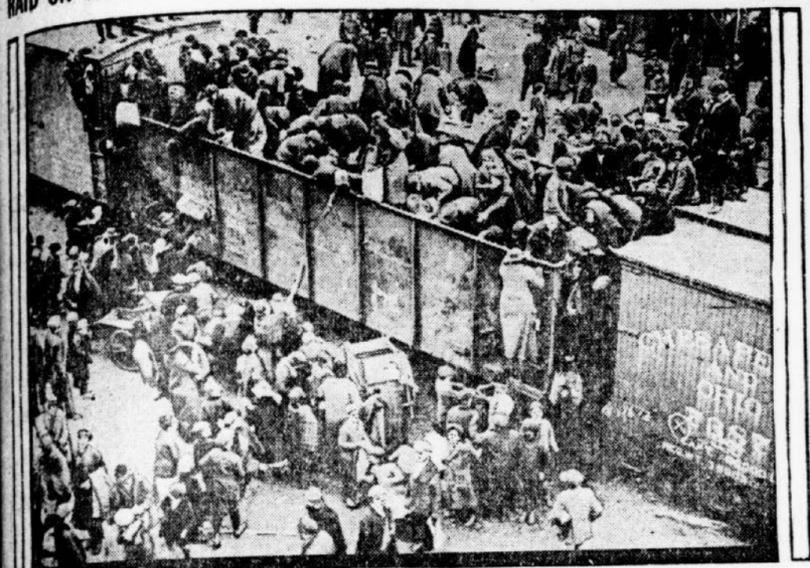


RAID ON CAR OF COAL MADE BY HUNDREDS DRIVEN TO DESPERATION



The seriousness of the coal shortage which brought about Doctor Garfield's drastic order is illustrated by this photograph. Hundreds are shown raiding a coal car in a yard at Philadelphia. They came with all sorts of wagons, carts, bins, perambulators, and anything and everything that could be used to carry the precious coal and loaded them up with a supply of the sorely needed fuel. No guard could have stopped the rush of people, who knew that they must get coal or freeze.

GERMAN NAVAL GUN, CAPTURED AND HAULED IN BY A BRITISH TANK



One of the massive British tanks, after having smashed the Hindenburg line in the great Cambrai battle finished up the day by bringing back one of the prizes of the victory, a 5.9 German naval gun. The tank lumbering through the woods easily hauled the big naval gun along in its wake.

AMERICAN AMBULANCE MEN DECORATED



Larry S. Potters of Buffalo, N. Y., and Theodore Miles of Mount Carroll, Ill., members of the American army ambulance corps, being decorated with the Croix de Guerre for valiant work on the western front. The men are lined up with several French Poilus, who also were awarded decorations for acts of bravery. At the right is Mr. Miles, who was a Beloit college student.

HIGHLANDER BRINGING IN A PAIR OF BOCHES

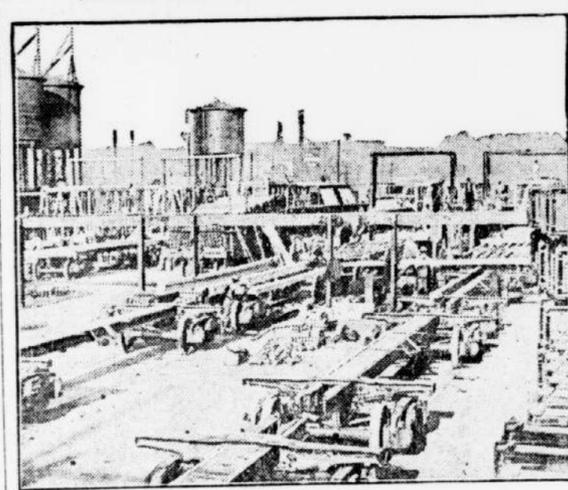


During a recent British advance on the west front this Highlander was caught by the camera bringing in two Germans whom he had captured, and was compelling them to carry in their own machine gun.

Much Nutrition in Barley.
Although barley has been used chiefly for brewing and malting, it is known to be highly nutritious. Its food value is practically the same as that of wheat. The pearl barleys in soups and the cereal form are widely used, but the barley meal should be better than wheat flour or cornmeal for the weak, with one exception, barley meal will be found a perfectly satisfactory substitute.

Oriental Rubies.
The Oriental ruby consists of nearly pure alumina—i. e., oxide of aluminum—in a crystalline form, containing but 1 per cent of oxide of iron and 1/2 per cent of any other substance. The specific gravity of this precious stone is higher than that of many other gems, ranging from 3.9 to 4.2. Aluminum, the metal, has, when cast, a density of 2.56; when forged, of 2.67, or only one-third of that of forged steel or a fourth of that of silver. The melting point is about 1,300 degrees Fahrenheit.

BUILDING FREIGHT CARS TO RELIEVE SHORTAGE AND SPEED WAR MUNITIONS



ONE CAR IS ASSEMBLED IN AN HOUR. The photograph shows a scene in the great freight car assembling yard at Los Angeles, Cal.

Due to the great shortage in freight cars this new plant has been opened to turn out cars at a rate never even imagined. The method is the same as in the assembling of automobiles. The trucks are first lowered into place, then the frame is set on top of them. Following that, the sills are set up and boarded and the car is painted and finished. This remarkable assembling is accomplished at the rate of one an hour, and there are scores and scores of crews working in the yard.

ENGINE IS UNIQUE

Powerful Locomotive of New Class Built for Western Roads.

QUITE PECULIAR IN DESIGN

Necessary to Dwarf All Protuberances on Top of Boiler to Permit Operation Beneath Low Bridges and Tunnels.

Most striking is the appearance of a powerful locomotive that has lately been constructed for the Denver & Rio Grande railway. Although it is one of the largest engines of the single-expansion, nonarticulated class, its chief interest to the layman doubtless lies in the peculiarities of its design. The boiler is of such height that it was

NOVEL TYPE OF LOCOMOTIVE

Engine Introduced in New Zealand Can Travel Farther Than Compound Without Taking Water.

A new type of locomotive has been employed on the Woodville-Talhape section of the Main Trunk railway of New Zealand during the last three months, according to a recent issue of the British (government) Board of Trade Journal. The first of the class was constructed at the government workshops in Dunedin for service on the Canterbury Plains some two years ago. After severe grade tests, which proved successful, four of the new engines were sent to North Island some months ago and have been used on the Wellington-Talhape section with good results. It appears that this engine can travel farther than the compound engine without taking in water, and that it has a greater hauling capacity.

LARGE ENGINES FOR CANADA

New Government Locomotives Haul Double Loads Formerly Pulled by Older Types.

Prior to the introduction of new engines the heaviest locomotives in use on the Canadian government railways weighed 232,000 pounds. The "Mikado" engines weigh 283,000 pounds and the "Santa Fe" 514,000 pounds. The maximum speed for the freight trains on the system is 25 miles per hour. The new engines have been designed to conform to this schedule, but to pull double the load hauled by the older types. It is said that the "Santa Fe" engines can handle 48 loaded cars and carry them over a 1 per cent gradient at the standard rate of speed. The "Mikado" has been constructed especially for the long grades of the national transcontinental division of the Canadian government railway system.

USE SUPERHEATERS IN JAPAN

Adoption on Japanese Railways Dates From 1911, When German Engines Were Put in Use.

Japan has adopted superheated locomotives extensively. Occidental practice has been applied here, although it is interesting to note that about 1902-03, when the Schmidt superheater was coming into general use, a smokebox superheater was manufactured for trial purposes in Japan, but the test did not develop the desired results. The adoption of the Schmidt superheater on Japanese railways dates from 1911, when some engines ordered from Germany were put in service on the state railways. These were followed by other locomotives ordered from America. Because of English influence the continuous vacuum brakes were adopted, and are now in general use.—Railway Age Gazette.

MORE BUSINESS BY EXPRESS

Increase of 25 Per Cent is Noted, Yet Earnings Are Expected to Show a Decrease.

The express companies are handling 25 per cent more business this year than last, yet their earnings are expected to drop. This is said to be due to increased cost of materials and supplies and higher wages. The commandeering of baggage cars by the government is also given as a reason for the slump in profits.

Car Efficiency.

Railroad car efficiency in the United States increased 8 per cent in 1916 over 1915, the previous best year. This is equivalent to an increase of 192,000 cars over the total 2,400,000 now in use on our railroads, according to the Railway Age Gazette, which also estimates the mileage for each car a day in the fiscal year, 1916, as 27 miles. At the same time the average car capacity has risen from 38 to 41 tons.

Just Like Home.

"I suppose," remarked the traveler on a road out of Peking, "that brakeman is calling the stations in Chinese, of course."
"Of course."
"Makes me homesick. I can't understand what he says, but it sounds very familiar."

One Result of War.

One of the results of the war is an agitation for an abolition of the class distinction on the railroads of England and Canada.

CONDUCTOR WEDS A JACKIE



Because of the scarcity of male labor, women are being employed as conductors on surface lines in New York and elsewhere. And now girls are quitting their jobs to get married. The photograph shows Mr. and Mrs. Charles H. Lawver. Mr. Lawver when aboard one of Uncle Sam's cruisers is a chief gunner's mate and Mrs. Lawver is the first of the women conductors to fall victim to Dan Cupid's darts. The war is really responsible for it all. Lawver met his bride two years ago when she was Miss Nora Hannan. They had not seen each other until recently when Gunner's Mate Lawver boarded a Broadway car. Miss Hannan was the conductor, and one more war romance was added to the list.

Lobsters Are Marked.

Over 1,000 seed lobsters have been liberated along the Maine coast recently, and an additional 2,000 are ready as soon as the authorization of the commission of sea and shore fisheries is obtained for their liberation, says the Fishing Gazette. Every one of these has been marked and as they are the property of the state of Maine, it will be necessary for all lobster fishermen who may gather them in their traps to release them or stand the penalty of a \$50 fine which was provided in a new law enacted at the last session of the Maine legislature. The 1,000 female lobsters that were liberated recently were the first to be given the special marking, a small hole having been punched through the middle flipper, and those later to be released will have the same marking.

Dyes From Lichen.

The use of lichens as sources of dye is of long standing. The famous blue and purple dyes of the East, so frequently mentioned in history, were in all probability extracted from the Rocella lichen, which has in recent times been extensively used in France for the gorgeous coloration of silks. Lichen dyes are secured by pulverizing the plant body, termed the thallus, and applying alkali to extract the coloring matter. One lichen dye, litmus, finds wide application in the science of chemistry.



New Locomotive Is Unique.

necessary to dwarf all of the upper protuberances in order to permit operation beneath low bridges and through certain tunnels. In building it, the sand boxes were installed at the sides, instead of at the top, the steam dome was built exceptionally low and broad, the smokestack was given a height of only a few inches, and the bracket supporting the bell was attached to the front of the smoke box above the headlight. The engine, which is one of several of a type being placed in service, is thoroughly equipped with devices designed to facilitate operation and lighten the work of the engineer. A mechanical stoker, actuated both by steam and compressed air, feeds pulverized coal to the fire. In cases requiring hand stoking, the door of the fire box is opened and closed by power. There are no large, heavy levers for the pilot to manipulate, for compressed air again is brought into play. Alone, the locomotive weighs 428,500 pounds, and with the tender, 624,900 pounds.

USE LOCOMOTIVES FOR HEAT

Large New Jersey Plant Saved Necessity of Shutting Down by Two Railroad Engines.

A large manufacturing plant at Arlington, N. J., was cold as a refrigerator one winter's morning, and there was no immediate relief in sight. It seemed as if the three eight-hour shifts of 3,000 employees might have to be dismissed. There was no time to install a new heating plant; besides that, it would have been too costly. The superintendent wanted just enough steam to furnish heat for a few hours.

Two Erie locomotives were placed on a side track, a steam line connection was made between the hot water pipes and the steam dome of each engine, and the plant was heated at an expense of \$50 for the day, which was the cost of the engine and fuel. Valves were placed to enable the source of steam to be controlled. Cold water was supplied to the tenders by an underground pipe.—Popular Science Monthly.

Knowledge Needed.

First Woman—When I go traveling I never can read a time table intelligently. What do you do?
Second Woman—I always consult my husband and he sets me straight.
First Woman—He must be a smart man.
Second Woman—Yes, he's an expert accountant.—Erie Railroad Magazine.

Swiss Use Electric Engines.

A Swiss railroad has installed electric locomotives powerful enough to haul 340-ton trains up steep grades.

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