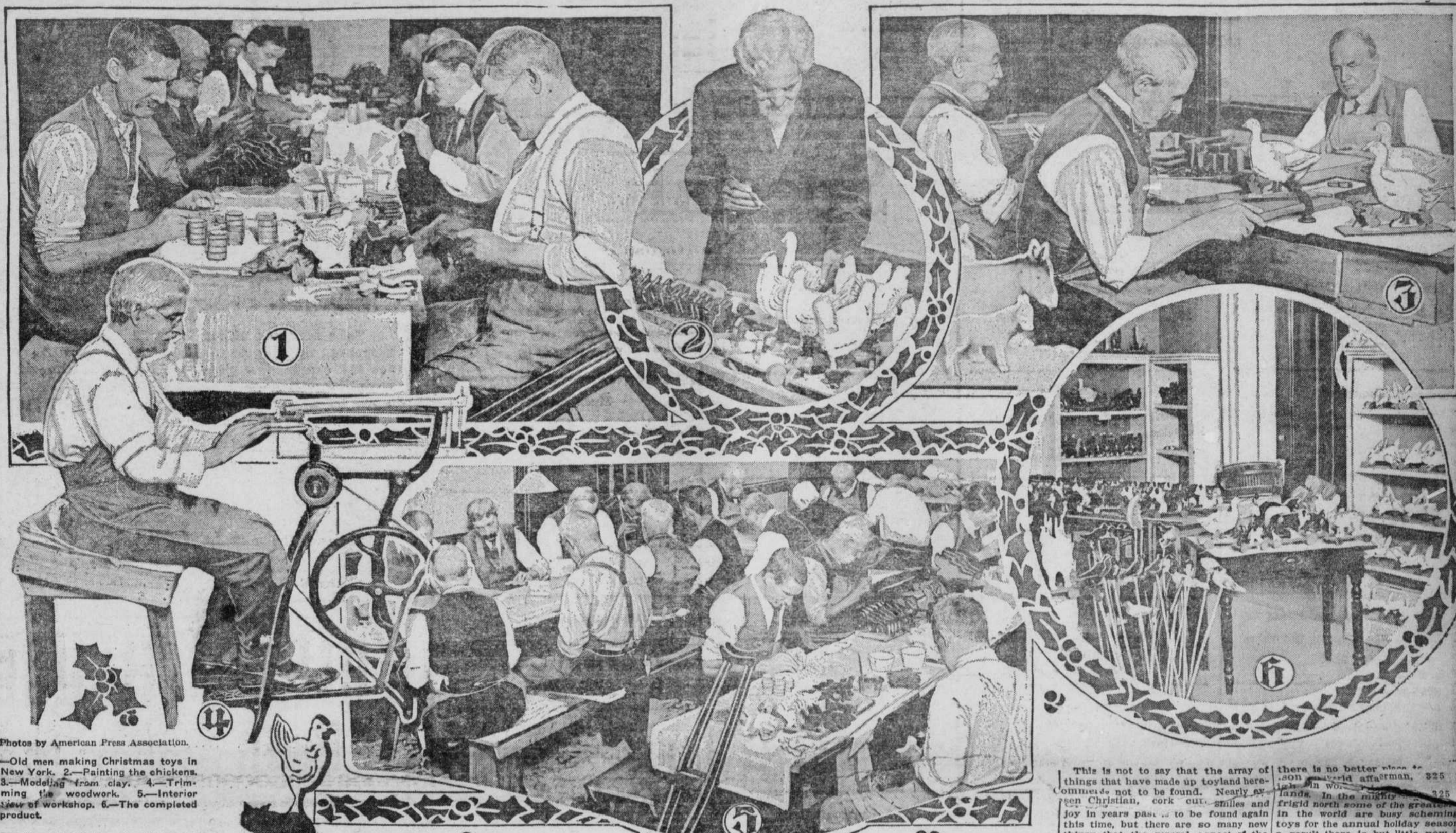


Even Santa Claus Feels the Effect of Great European War

North Pole Turning Out Regiment After Regiment of Soldiers, Submarines That Dive and All Kinds of Aeroplanes. Old Men In New York Busy Making Some of the Toys Heretofore Supplied by Germany—Prosperous Season Is Here



Photos by American Press Association.
1—Old men making Christmas toys in New York. 2—Painting the chickens. 3—Modeling from clay. 4—Trimming the woodwork. 5—Interior view of workshop. 6—The completed product.

So securely has the European war gripped the entire world that even the north pole failed to escape. Santa just had to fall in line with the trend of modern times and turn out munitions of war, scouting aeroplanes, regiment after regiment of French, English, German, Austrian, Italian, Russian, Serbian, Bulgarian, Montenegrin and Turkish soldiers, and old Krisis did not forget the naval auxiliaries. He has devised this year submarines that really dive, warships with real guns and various anti-aircraft guns of all calibers.

The United States, of course, has missed the supply of toys that usually comes from Germany, but the American manufacturers have met the situation and have supplied the deficit. As a result, during this holiday season, the most prosperous that the country has experienced in some years, the sale of toys will probably be the largest in history.

One charitable New York organiza-

tion hit upon a scheme that proved most profitable and also delighted the hearts of old men who sorely remember ever having met Santa Claus. In a factory he employed only old and decrepit men—those too old to engage in more active work—and for months past they have been making all kinds of toys for the children. And they have been enabled to introduce their own children to Santa.

There will be no disappointment when Christmas morning arrives and the youngsters at home steal from their beds at sunrise to see if their tree has blossomed into toys overnight. War or no war, the American agents of Santa Claus are busily preparing for Christmas, and the branches of the tree will be as heavy as ever.

But that's impossible, you say. Toyland is a dependency of the German

empire, and although Toyland has maintained a strict neutrality throughout the war, the effects of the terrible struggle are just as evident there as in any other country in the world. Germany contains the toy shops of the world, and now that Germany is busy with her enemies American children will have to do without them. This is where you make your mistake.

Toyland is no German province, but a world empire itself, with as many colonies and big cities in the United States as anywhere else under the sun. Figures show that there are 226 toy establishments in this country, producing \$4,000,000 worth of toys, or just one-half of the total American consumption. Moreover, the output includes some of the most popular inventions that have been devised.

Consider imitation uniforms. It would

naturally be thought that Germany, great military nation that she is, would supply soldier suits for the entire world; but, as a matter of fact, America almost alone provides these for her children. Again, no one would blame you if you thought that all tiny musical instruments in the world came from Germany, the home of music and song, but you would be quite mistaken. The tiny wooden pianos that have charmed us all with their silvery tones are made in Philadelphia, and they are exported to all parts of the world. Wooden dolls with almost living faces and humpty dumpty circuses of animals whose repertory of tricks you can't exhaust are from the same source. Very good, you say, but what about the other \$4,000,000 that do come from abroad? There must be some virtue in toys made in Germany or America

would not import so many of them despite a 35 per cent duty. Lead soldiers and the dainty bisque dolls and the diminutive automobiles and ever so many inexpensive toys that are fashioned from metal all come from the Black forest and from famous Nuremberg. Will the children have to go without these gifts, of which they seem never to grow weary?

From the lots of things old Santa has been unusually ingenious during the last twelve months. He has filled his toyland with new faces and forms. New smiles appear in the animal kingdom; dolls look different; mechanical toys have seen many changes; trains look different and run differently; aerial toys have entered the field; there are new kinds of games and new innovations in a hundred and one other parts of the toy kingdom.

This is not to say that the array of things that have made up toyland heretofore is not to be found. Nearly every Christian, cork cut, smiles and joy in years past, to be found again this time, but there are so many new things that the general aspect of the happy toyland is different.

The practical, instead of articles of mere amusement, predominates among toys this year. Things meant to cause idle amusement have taken a back seat, while things which cause study, work or amusement along practical lines, as well as smiles and enjoyment, occupy the footlights and are expected to meet with the best results in the general Christmas rush.

Mechanical construction toys, engines with interesting parts, toys that arouse curiosity, dolls that cause little girls to learn about dress and care, games that cause study, research and concentration; doll houses which have parts that create interest in housekeeping, animals which cause interest and study and toys of all classes which have something more than idle amusement in their makeup are rated in the stores as the best sellers.

Nobody so watches the trend of the times as does old Santa Claus, and

there is no better person than the son of a well-to-do farmer, 325 E. 14th St. in New York. In the night, the frigid north some of the greatest in the world are busy scheming new toys for the annual holiday season. As a result there is but little new in the world that does not make its mark in Toyland in the form of something to entertain or educate the youngsters of the country.

Wonderful changes in dolls are noted this year. Character babies with skin, hair, moving eyes, teeth and tongues and other new and distinguishing features hold full swing. The old china doll is a back number, as are also a large extent some of the character dolls and babies.

The newest in dolls stands about ten inches in height, with eyes that turn and teeth and tongue that will move. This doll's mouth is so constructed that a small comforter can be placed in its mouth just the same as in the mouth of a real baby. There are some varieties of dolls which will by the mere pressure of a button on the head actually suck milk from a bottle. The hair of one of the latest dolls is made of the fur of an animal, which enables the hair to be washed without damage.

New "Glider" Skims Above Water at Speed Of Fifty Miles an Hour, Breaking Records

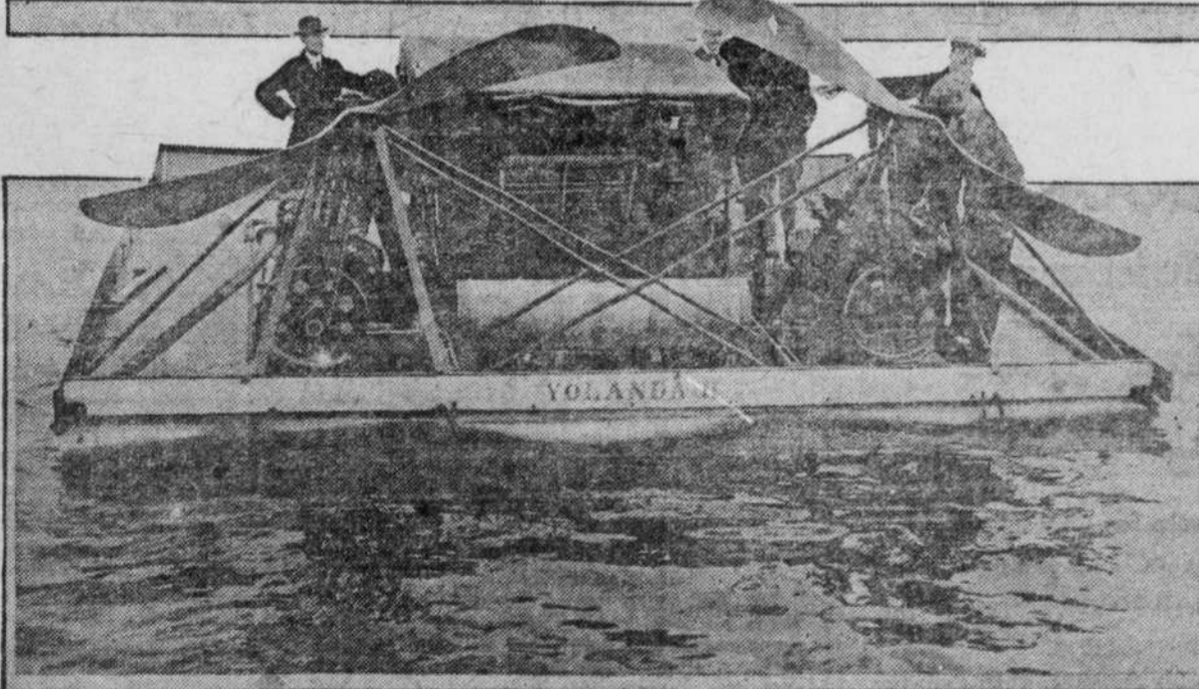


Photo by American Press Association. The Yolanda II, on Her First Trip.

A "GLIDER" is something new in boats of the hydroplane variety. Imagine driving a high powered automobile over the surface of the water at fifty miles an hour and you have a fair idea of what riding in a glider is like. You are not flying, but you are doing something much more fascinating than motoring and are about as safe.

The Yolanda II, the first "glider" ever built in America, made its trial trip down the Hudson river recently. It covered the twenty-two miles from Nyack to New York in a few seconds more than half an hour, and it ran so smoothly that the eight passengers and found in easy chairs inside the big limousine body as comfortable as if they had been riding in a private car

over the best laid roadbed in the United States.

Nothing could be more simple in construction. Take an unbreakable life raft made of six cork filled pontoons, fit it with a front rudder geared to an ordinary automobile steering wheel, and at the stern mount two big retractors, like those used on the new battle planes of the allies, and you have a machine that skims over the surface of the water at almost any speed.

When not in motion the Yolanda II draws five inches of water, but as soon as the motors are running she glides over the surface with an inch or less of draft, just like a quoth thrown along ice. As the Yolanda II came down the river, passing fast motorboats as if they had been standing still, the idea of propelling a boat by a tiny screw un-

der water seemed absurd. The air driven boat, it is predicted, will revolutionize river navigation. No matter how shallow, every stretch of calm water is a potential highway open for the most rapid kind of transit. Every river is a road—a road that will never wear out and never need repair.

The Yolanda II is the idea of a wealthy Colombian, Senor Gonzalo Mejia, who some years ago determined to supply a quick river service down the Magdalena river between Bogota and the coast, about 600 miles. He came to the United States, but the shipbuilders he saw told him his demand for a boat making thirty knots or better an hour and drawing only a few inches of water was impracticable.

One day he saw a dispatch saying that in a test of a hydroaeroplane in

France the machine had skimmed along the surface of the water at high speed several hundred yards before rising in the air. He at once wrote to Louis Bleriot, the French aviator, and asked him if a boat could not be built on the idea of aeroplane propulsion, but to glide on the water. Bleriot said he thought it could, and Mejia took the next steamer for Paris.

Bleriot built a boat to meet Mr. Mejia's specifications, and, although it made forty-six miles an hour, it was not commercially practical. It was a one passenger affair and too light to bear packing and transportation to Colombia. He had another boat built on stronger lines, which he took with him to South America and tested on the Magdalena. But the French constructors had insisted upon a submerged screw in addition to the air propellers, and the boat drew too much water and was too small for his purpose.

Hearing that the Comte de Lambert, who had seen his Bleriot speed boat, was making experiments with a pontoon glider and had formed a company to manufacture the "bateaux glisseurs de Lambert," Mr. Mejia went back to Paris in 1914 to see the new boat and get a modified model for use in Colombia, but the war broke out, and the motors ordered were taken by the French government.

Mr. Mejia then went to New York and met D. Lachapelle, a boat builder and engineer of Nyack, who designed and built the Yolanda II.

The boat was shipped to Colombia and government officials from the capital to the coast. It will make the trip easily in two days instead of eleven days that the rear paddle wheel boats now in use take.

PREDICTS 20,000,000 DEATHS

"Two years of war will mean the total destruction of the lives of 20,000,000 persons in Europe," said Dr. Louis Parks, speaking at the Royal Sanitary Institute in London.

Dr. Dunlop advocated the encouragement of parental prudence among the poor. He foretold a serious rise in the death rate and great poverty in the next year or two. It would be far better for many children that they had never been born, he said. The only hope of avoiding hardship in the first few years after the war was by a very sharp fall in the birth rate now.

Old and New Tricks Practiced In the War

ABOUT the opening of the eighteenth century, when the practice of warfare had settled down into an established routine, the word "strategy" in its proper sense was introduced into European military history.

In the present maelstrom of strife across the Atlantic anything that serves to bring victory is termed strategy by those employing it, whether it be an ingenious marshaling of troops in a brilliant assault or the resort to a trick that throws the enemy off his guard. The technical meaning of the word has again been discarded.

Aside from tragedies attending the return of the ruse and the introduction of new devices, they are interesting as examples of human ingenuity. Take, for instance, the trick played recently by the Germans at Seltise-sur-Ane—a trick similar to that which gave the crafty Greeks entrance into the city of Troy.

Hoping to reduce the number of French infantrymen that barred their advance, the Germans built a dummy horse and in it concealed a sniper. Armed with a powerful rifle, this son of the fatherland picked off quite a few of the enemy before the latter came to realize that there was something mysterious about the animal. A machine gun was trained on the horse, which, although hit many times, neither moved nor fell.

When no more shots came from the direction of the animal an investigation was begun. The Frenchmen were not surprised to find it made of wood. The dead body of the German was found.

The English employed like tactics in getting their first troops ashore for the land operations against the Dardanelles. On the day preceding the landing the attention of Turkish patrols was called to a big collier drifting in apparent helplessness toward the shoals which lie the shores near the plains of Troy. While they watched the boat struck bottom, and in the gathering twilight the crew was seen to take to their boats and row toward the sea.

Feeling sure that the stranded vessel would be safe for the night, the Turkish patrols made no attempt to board her, but when they approached again in the morning they were met by a sharp fire from 2,500 British troops, strongly intrenched and supported by a battery of field artillery. These troops had



Photo by American Press Association. Dummy French Cannon on Which German Aviators Drop Bombs.

landed unseen throughout the night, cannon where they will be seen by the enemy. The object of this is to being used by the contending armies, draw the fire of the enemy so that his among them that of placing dummy exact position may be determined.