

BRITISH WORK OF TRANSPORT IS STAGGERING

Problems Almost Beyond Conception Had to Be Solved.

BUILD MILES OF NEW ROADS

Scarcity of Shipping and Long Voyages Vastly Increase the Difficulties—Amazing Statistics on the Subject Have Just Become Available—Traffic Is Now Tripled.

The problem of transportation which Great Britain has had to solve during the war is almost beyond conception. Not much has been said about it, because it has been necessary for reasons of caution to suppress information. Only quite recently have any of the amazing statistics of the subject become available.

Britain has been required not only to build and equip its armies since the war began and to transport them to the fighting areas in widely separated parts of the world, but also to provide ocean transportation for most of the requirements of its allies; for Italy, for France, for the army of the Orient, for the Mesopotamian expedition, for East and West Africa; to bring troops from the dominions and crown colonies; to move supplies from all parts of the world to the fighting areas where they were needed, and to insure that the people of the British Isles and France should have food and the other necessities of life.

Such data as are now available represent the highest authority on the subject and may be taken as absolutely accurate, but they do not deal with anything like the entire scope of transportation operations. The figures, however, on the movement of officers, soldiers and strictly military supplies and equipment, although they represent only a part of the transportation task, are simply astonishing. Transported 2,000,000 in Two Years.

It is learned, for example, that down to the end of 1915, 100,000 officers, 2,000,000 men and 542,000 horses had been transported overseas. This includes traffic across the channel to France and all the other movements of troops, including the Mediterranean expeditionary force and the movements of Indian and colonial soldiers, aggregating several hundreds of thousands and requiring very long voyages.

During this same period the movement of supplies to feed and equip these forces naturally required a much greater tonnage. Thus the supplies sent out to France included 398,000 tons of food and 533,000 tons of forage. Along with these went 59,000 tons of fuel and 29,000 tons of medical stores. Likewise there were moved to France 17,338,000 gallons of petrol and 4,911,000 gallons of oil. Mails constitute one of the big items, no less than 461,000 mail bags and 14,000 tons of parcels being moved.

Stores shipped out to the army included among the chief items 184,000 tons of engineering materials, 151,000 tons of ordnance, 92,000 tons of clothing, 40,000 tons of sandbags, 27,000 tons of trenching and camp equipment, 18,000 tons of barbed wire, 12,000 tons of tents and as much more of canteen stores; also immense quantities of saddlery and harness supplies.

Let it be repeated that these figures are for the first seventeen months of the war, that is, down to the close of 1915. Since that time the war's operations have increased vastly, so that today the average movement of military necessities, including soldiers, is probably three times as much per diem as it was during the period covered by these figures. The task with which naval transport is now required to deal is the greater not only in proportion as the tonnage has increased, but by reason of the constantly diminishing number of ships available.

In a recent period of four months the tonnage landed at French ports for the use of the British forces increased by more than 70 per cent, all of which required to be removed after its arrival at the ports to depots or to the forces at the front. Not only must all this material be moved across the Channel and then taken to the forces or to depots, but is also required to be gathered together from all parts of the United Kingdom and, indeed, from all parts of the world before it could be started across the Channel.

Several hundred miles of railway have been laid in the Sinai desert under the direction of European engineers with the help of native Egyptian labor. For the Mesopotamian and East African railway construction both supplies and labor have been procured chiefly from India. The average tonnage moving weekly over the military railways in Mesopotamia alone now reaches far into five figures. In the last six months the traffic over the Sinai line from El Kantari eastward has been multiplied by three.

French Railways Equipped. Nowhere have railways been so essential as military auxiliaries as in France. Stupendous stores of all kinds of provisions have been kept in France from the beginning. The provision of depots has been in charge of a stores branch, which is now in the railroad and roads division of the war office. All kinds of railroad material, rails, ties, bridge building materials,

locomotives, cars, tools, huge repair shops, have been sent to France and put into service on the lines of communication. Thousands of miles of railroad track, hundreds of locomotives for use on both broad and narrow gauge track, tens of thousands of cars have been pouring in a steady stream into France and the stream still flows. About half of the cars and more than half of the larger locomotives now operating in the sector of British operations in France were taken from British railways. This of course necessitated the imposition of rigorous restrictions upon traffic at home.

After restricting travel in Great Britain to the utmost, it was still impossible to spare as many locomotives and cars for service in France as were necessary. So the Colonials were called upon and immense amounts of rolling stock have been sent from them. Thousands of cars have been specially constructed for the military work of this country. Hospital trains and armored trains have been built, and special trucks have had to be constructed for the movement of heavy artillery.

Military Railroads Built. In a recent despatch Sir Douglas Haig told something about the work of the railways in France. At the end of 1915 the increase of the armies and the expansion of material resources had tasked the roads and railroads to their extreme capacity. The broad and narrow gauge railway lines were unable to handle the growing volume, and so recourse was had to the highways. Thousands of motor trucks were pressed into the service, and of course the roadbeds suffered fearfully. To relieve these it became necessary to build still more military railroads, and a new network of these was decided upon.

Before these lines had been completed, the Germans retired from a large section which they had occupied from the beginning of the war, destroying railways, bridges, highways, every means of communication; and the British army confronted the huge task of gridironing this additional area with means of transportation. The fact that it has been accomplished, and accomplished with unbelievable rapidity and thoroughness, constitutes one of the most remarkable achievements—either military or industrial—of the entire war.

No Fuss About It. All this development has been carried on so quietly that almost nobody realized it was taking place. Some months ago M. Briand, who was then the premier, visited an immense railroad workshop behind the British lines. Every brick, every piece of timber, every tool or machine in it had been transported from England to be set up in the most convenient place. The French statesman went through the establishment, and his comment at the conclusion of his inspection was just about what everybody else says who looks into the industrial marvels of the last three years.

"The great fault I have to find with you English," he said, "is that you do such enormous things, but nobody ever gets an idea of what you are doing."

Great Britain declared war on August 4, and at midnight following the declaration the government announced its assumption of the entire railway control of the kingdom.

The railway executive committee, consisting of the general managers of the chief companies, was put in charge of the railway lines for the purpose of insuring that both government and private traffic would be as well cared for as possible. This committee was in fact appointed four days before the declaration of war, testifying to the fact that there were some people in the British government who even then realized that tremendous things were afoot.



Save a loaf a week help win the war

DIGS ROOT CELLAR

Turns Up a Skull of Someone Dead Who Was Petrified. A petrified human head was unearthed on a farm near Virginia, Minn., by Irvin Friedrichs, who dug a root cellar recently. The stone is white, weighs three and one-half pounds and is perfect in formation. The teeth are distinguishable and the features are plain.

Local archaeologists are of the belief that it is the head of an Indian, buried centuries ago. The specimen has been sent to the University of Minnesota.

Presented Actress With Potatoes. After Mme. Seraphine Astafova, the Russian dancer, had finished her act in a London theater recently, two British soldiers presented her with a basket of potatoes and a two-pound bag of sugar.

AROUND THE WORLD

Alaska reports platinum spoils. Canada is cutting down consumption of bacon. British Honduras has a branch of the bank of Canada. American tire losses total more than \$200,000,000 a year. United States congressmen send out seven tons of mail daily. Russian duma recently found one of its members to be a burglar. Maine last year raised in two counties \$30,000,000 worth of potatoes.

FROM NEAR AND FAR

A new automobile spring lubricator resembles a hatchet, grease being contained in the handle and passing through the blade as it is inserted between the leaves of a spring. To lessen the humming of telephone wires when fastened to buildings a system invented in Europe encloses them in cement cylinders that are softer on the inside than the outside. To facilitate rapid writing there has been invented a metal device to be clamped to the little finger and with a shelf on which to rest the next finger and slide over a surface written upon.

For tourists there has been invented a clothing closet mounted on a wire frame which can be folded and carried in a trunk, being extended and hung on a nail when a hotel room is reached.

After experimenting for several years, Swedish railroad officials have decided that peat powder is an efficient and practical fuel for locomotives with a value about two-thirds that of coal. Because locusts are rich in nitrogen and phosphoric acid, the government of Uruguay has appointed a commission to ascertain if the insects cannot be utilized in fertilizers, soap and lubricants.

To enable a rifleman to see where his bullets go an Ohio inventor has designed a target which, when hit, extinguishes lights in front of it and shows a light from the back through the bullet hole. Rubber tree tapping by a series of small borers set in a circle, the invention of an English expert in the Belgian Congo, has proven a more productive method than the customary vertical incision system.

WHY FRET?

Are the trains too slow for you? Caesar, with all his court, never "exceeded" the speed limit.

Are your wages too small? In Europe people are content with making a living.

Are the lights too dim? David wrote his psalms by the light of a smoky torch.

Are you cold? The soldiers of Valley Forge walked barefoot on the ice and snow.

Are you hungry? The children of India are starving for want of a crust of bread.

Are you tired? Why fret about it? Jacob was tired when he dreamed of the angels of heaven.

Are you sick? Suppose you had lived 2,000 years ago when sickness was fatal?

Are you poor? The Savior of men was not poor.

Cheer up! Praise God that you live in the midst of his blessings!

Why Fret?—Exchange.

"THE WORLD DO MOVE"

A recently patented eye shade is supported from the nose like eyeglasses and is reinforced by a malleable metal band that permits it to be fitted to heads of all shapes. Engineers in Sweden are experimenting with perforating the webs of street car rails to increase their resiliency and increase their life when laid on rigid foundations. The doors of a new street car designed with the safety of passengers in view cannot be opened while the car is in motion and the car cannot be started while the doors are open. Water valves 12 feet in diameter and so constructed that they will close automatically in event of a break in the pipe have been built for a hydroelectric plant in Utah.

Boat davits for seagoing vessels that an Alabama man has invented resemble long cranes that lower boats into the sea at a safe distance from a vessel or from one listed to the opposite side.

MANIA FOR BURIED TREASURE

Seekers of Wealth Always at Work on Sunken Spanish Vessels Along European Coast.

There have always been treasure-seekers diligently endeavoring to discover and bring to light the wealth hidden by their predecessors. Only a few years ago a princess of the royal blood of Britain was seeking for gold in the depths of the sea. She—it was the Princess Louise—had the right to the hulks of the vessels of the ill-fated Spanish Armada, which went down off the Isle of Mull during their scared and hurricane-driven flight round the British Isles. She had little more luck than her ancestors, who had been working at that treasure-trove since the seventeenth century, for only a few old cannon and a small number of coins were brought to the surface.

In the days when Drake hunted the seas a Spanish galleon always meant plenty of gold to the British sailor, and romance and tradition have taken nothing from their luster, so that wreckers and treasure-hunters are practically always at work at some one or other of the ancient Spanish wrecks that lie all round the coasts of Europe.

It is not generally known that when Queen Victoria died she left to the Princess Beatrice her rights to the gold in the ships of the Spanish Armada lying at the bottom of the English Channel. How rich a trove that is may be judged from the fact that longshoremen all along the south coast make a practice of seeking for the coins that a sou'-wester drives on to the beach out of these same vessels.

GOOD PROFIT IN CAR RIDE

After Paying Woman's Fare Man Extracts Her Last Quarter From His Treasurer's Cuff.

She boarded a trolley. All the seats were occupied and she had to stand. When the conductor shouted, "Fares, please!" she gave a sudden start and dropped something. She began to look on the floor. The conductor kept on saying, "Fares, please!" "I've dropped it," said the young woman. "I've dropped a quarter, and I don't seem to be able to see it." "I can't help that," replied the conductor. "You'll have to pay your fare." "I haven't any more money." "Then you'll have to get off at the next corner."

"I'll send the money to the company by mail. I have an appointment in 15 minutes, and if I have to walk I will be frightfully late." A young man sitting in the seat in front of the distressed dame spoke up: "Pardon me, miss," he said, "may I pay your fare?" "I'd be awfully obliged," she replied. So the fare was paid. The polite young man wouldn't even give the girl his name and address and soon left the car.

As the car started again he whistled to the conductor, and when he got that functionary's attention, ostentatiously he extracted from the cuff of his trousers the lost 25-cent piece, held it triumphantly aloft and hastened, grinning, down a side street.—New York Evening Post.

Light From the Left Side.

The well-known fact that, when using the eyes for any near work, the illumination should come from the left side rather than the right is often disregarded. Let anyone who considers the matter of little importance once demonstrate to himself the difference, and he will never forget it. Take a pencil and paper and try to write while in such a position that the light will fall from the right side. The shadow of the hand or pencil or both is thrown on the paper in such a way as partly to cover the characters one is making. This necessitates a closer viewpoint and a conscious strain on the eye. Now let the position of the writer be reversed so that the light falls on the work from the left side. He will notice that the shadows fall away from the work he is doing and leave the field unobscured. In making the change he cannot help but notice the feeling of ease that immediately is experienced by the eyes. This applies to any other kind of near work in which the fingers work under the guidance of the eyes. This fact should be remembered in planning school rooms, workrooms, offices and any places where steady close work is to be performed.

Wise for His Years.

Tommy had been promoted by the chemist. He was now allowed to serve behind the counter. The other morning a middle-aged lady, looking her full age, came in. "Have you any cream for restoring the complexion?" she asked bashfully. Tommy was a wise lad. He eyed her too vivid cheeks with open admiration. "Pardon me, madam," he said politely. "Don't you mean cream for preserving the complexion?" And the delighted lady bought six boxes right away.

Encouraging Strife.

"You stated in your announcement of my marriage to Miss Susan Spats that we were 'launched upon the troubled sea of matrimony.'" "Well, young man," replied the editor of the Diggsville Clarion, "what's wrong with that sentence? It's a fine figure of speech." "Maybe so, but it looks to me like an invitation for my wife's relatives to get busy and start something."

An Absurd Climax

By ALAN HINSDALE

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Jules Latrobe was one of the best dressed men in Paris. Anyone who saw him walking on the boulevard in gray trousers, fancy waistcoat and spats, Prince Albert coat, the whole surmounted by a silk hat of the latest model, and carrying in his gloved hand a gold-headed cane, would have thought him a descendant of the aristocratic revolutionaries.

One morning Jules was walking on the Rue Rivoli, where there are many shops, and met a lady whom he mistook for a former acquaintance. Calling his hat politely, he said:

"Good-morning, Madame, it is a long while since we have met. I see that time has had no effect upon you. You are as charming as ever."

The lady gave Mr. Latrobe a withering glance and swept past him, leaving him quite disconcerted, for he intended no harm, really believing the lady to be an old acquaintance. She was an American, doing a little shopping, intending when she had finished to visit the Louvre and enjoy an hour or so among the pictures. After the incident with M. Latrobe she proceeded to the gallery and there waited for her husband, with whom she had an appointment.

"Bob," she said, when he arrived, "I will not go out alone again on the streets of Paris. These people who affect such politeness are infamous. They consider any woman who appears alone on the street legitimate."

"You have been spoken to—insulted?"

"By whom?"

"By one who is evidently a gentleman. That's the worst of it."

"Could you identify him?"

"Yes, if I should see him. But how?"

"True, there is little chance of meeting him again. How unfortunate!"

"Why unfortunate?"

"Because if I could meet him I would punch his head."

Captain Bob Emerson had won a brevet in the Spanish-American war, and on leaving the service had been married and was now on his wedding trip.

The next day Mrs. Emerson, taking a maid with her for protection, went shopping again. Again she met Mr. Latrobe. Either he did not see her or pretended he did not. He turned into a shop and Mrs. Emerson sent the maid to utter him with instructions to secure his name and address. The maid returned with a bit of paper on which was written in pencil, "Jules Latrobe, 16 Rue D'Alger."

Mrs. Emerson had no intention of giving the paper to her husband. She simply desired to learn whether the man who had spoken to her was a duke or a count, or possibly a member of the Corps Legislatif. She was somewhat disappointed to learn that he was neither.

Meantime Captain Emerson had narrated the incident to friends, mentioning that if he could find the aggressor he would chastise him. The captain was formed that the only chastisement allowable in Paris was under the code duello.

Mrs. Emerson, when she went to her hotel with the slip of paper bearing Jules Latrobe's name and address, coming in later saw it and asked her what it was. She reluctantly told him that it was the address of the man who had insulted her. Emerson took it up and left the room immediately.

He hurried to 16 Rue D'Alger and at the threshold met a man of whom he inquired where he could find Mr. Latrobe. The man informed him that Mr. Latrobe was not in. Emerson asked when he would be in, and was informed that it was impossible to tell. He came and went at his pleasure. The captain produced his card and handed it to the man, saying:

"Give that to M. Latrobe and say to him that I desire to meet him at his earliest convenience. I trust there will be no delay."

The next day a messenger delivered a small package to Captain Emerson with a bill for twenty francs written under the printed name of "Jules Latrobe, Fancy Stationary." Puzzled, the captain opened the package and found 100 visiting cards bearing the name of Edward Emerson.

Gnashing his teeth the captain seized his hat and went to the Rue D'Alger. This time he found M. Latrobe in the shop.

"Are you M. Latrobe?" asked the captain, hotly.

"I am. Whom have I the honor to address?"

"I am Robert Emerson."

"Ah! The gentleman who left the order for the cards?"

A light began to penetrate Emerson's brain. "Are you a printer of visiting cards?" he asked.

CHEETAHS USED FOR HUNTERS

Are Regarded as the Swiftest of Animals—Combine Speed, Courage and Stalking Ability.

The fastest animal on four legs is said to be the cheetah or hunting leopard, which is part of the establishment of many an Indian noble.

The cheetah is a tall, rangy spotted cat as large as the American puma and is the only one of the large cats which has been domesticated so that it may be controlled in the open field by the voice of man.

This hunting cat is a wonderful combination of speed, courage and stalking ability; indeed, the chief weakness of hunting with the cheetah as a sport is that the cheetah does everything and has all the fun.

Any traveler who visits an Indian potentate in the excellent hunting regions along the foothills of the Himalayas will be sure to be taken hunting with the prince's cheetahs. These animals hunt as specially dull, as the game is commonly driven by hunters almost under the nose of the deer, which merely butchers it. On a natural hunt, however, there is skillful maneuvering with the cat in which the cheetahs are held until the animals see the quarry, which is usually some sort of deer. Then the cheetah is unhooded and either proceeds in an elaborate stalk to approach and kill the deer or if it is close to make use of those lightning rushes from which nothing on earth is fleet enough to escape. Occasionally a buck, taken by surprise, will turn and catch the springing cat upon his horns, thus turning the tables completely.

HE BELIEVES IN PUBLICITY

Deaf Husband Assists Wife in Reporting and Wants His Friends to Know It.

A small, rather timid-looking man entered a newspaper office and approached the clerk.

"Are you the man who takes in the city news?" he queried with an appealing look.

"Yes, sir," cheerfully replied the younger man at the desk. "I can take any kind of news. What have you got?"

"Why, it's just this way," said the caller, lowering his voice. "My wife gave a party last night. It was a very nice affair, and I am willing to pay to have this report of it put in your paper."

"We don't charge anything for publishing society news," explained the clerk, at the same time taking the proffered manuscript and looking it over.

"That's all right," was the reply. "You don't get me. I wrote this myself, and I put in a line that says 'Mr. Halfback assisted his deaf husband in receiving the guests.' That's the way I want it to go, and I don't care what the cost is, absolutely don't care what the cost is. I want my friends to know, by George, that I still belong to the family." Lippincott's Magazine.

Oil the Skin Ales.

In describing the means by which the Hawaiians, before contact with civilized peoples brought about the deterioration of this splendid type, kept their skin in healthy condition, V. MacClung says in the Scientific Monthly that they not only bathed daily in the sea and in fresh water, but oiled their bodies with coconut oil.

Commenting on this latter practice, the Journal of the American Medical Association says the effectiveness of bathing is well recognized today, but we fail to realize the unquestionable merit in the injunction with oil that undoubtedly confer a supplementary and pliancy to the skin quite contrary to the extreme detergent action of the water bath. It is not without hygienic significance that the skin is normally lubricated by a subcutaneous secretion which the bath tends to remove, leaving to a degree no longer compatible with a perfect epidermis.

Has Never Been Captured

Throughout the little kingdom of Liechtenstein, which lies between Switzerland and Austria, are many strange little customs and customs. One of the latter, however, is the village of Balzers, has stood 1,000 years and never has been captured. The Swiss tried to take it in 1630, from its baron. Overlooking the town, the ruins recall the days when robber barons extracted a tax from every boat which passed in one of their domains. Most of the inhabitants are farmers. They grow wheat, maize, apples, pears, plums, and vegetables. Liechtenstein practically depends on its own bread, cheese, honey and wine. Cattle graze on the fertile meadows and the fir of the mountains furnish wood for heat.

The Elephant.

Nature supplies elephants with tusks as weapons for defense as well as for uprooting trees in search of food. Their small eyes are equipped with a nictitating film to shield them from dirt and small flies. They take mud baths to stand off the sun at its hottest as well as to keep off the many small insects which annoy them. Nature also provides a number of small birds which stay on them continuously, living on the small flies and other insects found on their backs.

The elephant's only equal in courage is the rhinoceros, but neither is naturally beligerently inclined toward the other. The elephant's only deadly enemy is the human ivory hunter.