Up Dikes Deak by Auto

ascent which brought him only to the where the grade does not rise. crest of one of the nearby mountains. he was forced to give up the attempt, 1819.

of the great mountain and built there three miles for cooling and retilling an experimental station that study purposes, and gasoline stations are lomight be made of weather conditions cated at the road's terminals Expert three miles above sea level. This repair men are always at Land for led to the building of a carriage road duty and telegraph and telephone serv from Cascade in Ute pass to the top ices are installed, insuring communiof the mountain; and almost simultaneously there came the cog railroad. This is one of the most famous of the able to make the trip. world's mountain railroads.

conquest of the mighty peak. The con- and highest in the world. Stelvio structive ability of the American en pass, the highest carriage road in Eugineer has won another triumph, for lope, in the Alps between Italy and since September I, automobiles have Austria, has never been opened to the been traveling on the "World's High automobile est Highway" to a point within five miles of the pinnacle of the mountain; and construction gangs are pushing not a hard task for the modern engito the summit. On the first day of old carriage road built in 1888. Beptember there was opened to travel the first twelve miles of the highway. which connects with the Pike's Peak summit is crowded with scenic inter-Ocean-to-Ocean Highway in Ute pass est. at Cascade, ten miles west of Colorado route goes through beautiful Manitou Springs and five miles west of Man-

Built by Private Capital.

ING MOTOR is conquering | It is 27 miles from Colorado Springs Pike's Peak. More than a to the top of Pike's Peak by the new century ago Lieut. Zebulon road. The actual highway is 17 miles Montgomery Pike discovered in length from the point where it runs the mountain which now into the Pike's Peak ocean-to-ocean bears his name, and, accompanied highway in Ute pass, at an elevation by his little band, made a de- of 7,415 feet, so that its total rise is termined effort to reach its summit. 6,746 feet. The average grade is six It cost him ten days of marching to degrees with a maximum of ten dereach its base, and after a laborious grees, and there are only two places

Safety and Convenience. The road bed is 20 feet wide and BROUGHT LOCOMOTIVE UP FROM predicting in his diary that no human this is increased to 26 feet on curves. would ever scale its rocky heights. making it possible to be double Thirteen years later, however, Dr. Ed- tracked all the way, with frequent win James with a portion of the ex- "turnout" or stopping places provided ploration party under Maj. S. H. Long, in case of tire or engine trot ble. The found an easier approach from the bridges, with concrete parapets, are eastern side and after a hazardous located on tangents, so they hay be climb reached the summit on July 14, seen at a distance of 300 feet. They are built of steel and concrete. Signs Then came the United States gov. conveying cautions have been erected ernment engineers who constructed a along the route. Six water stations winding trail from Manitou to the top have been established at intervals of cation along the entire trip.

The highway will be open to any It was built in 1890, making the ascent motor car, and automobile men in nine miles from its Manitou depot. claim that any good driver will be

Undoubtedly the Pike's Peak high And now in 1915 comes the supreme | way takes its place as the greatest

While there were many difficulties the construction of this highway was rapidly the grade of this road through neer. For part of the way from Casbowlder fields way above timber line cade it follows the general line of the

Scenery Is Unexcelled. Every mile of the highway to the From Colorado Springs the and then into Ute pass, a 30-mile cleft in the mountain down which the Ute Indians used to come to Munitou



THE HIGHWAY OF THE UTE PASS Amid a profusion of wild flowers,

third session, it granted the right-ofway for an automobile road that would traverse the Pike national forest and the highway proceeds. Often, as the wind its way up the northern slopes to the top of the peak. When the a fleecy cloud. Higher and higher the government granted this right-of-way car climbs, but the grade is so easy through a national forest for a toll that one does not realize that he is at road, it did an upprecedented thing. the summit until he can see the world But there were good and sufficient about him, east, west, north and south. man. It was shown that such a Sixty thousand square miles of scen-

ay would be a big asset in de- ery-wild, massive, awe inspiring-can fing the nation's scenic wonders be viewed from the seat of the motor oft is becoming Uncle Sam's hobby | car. There below is Colorado Springs. The building of this highway was so Pack in the chasms west of the peak | 1911 was 15,078 miles: in 1910, 14,387 taken in many a year unless by pri- of the great continental divide. vate capital. And so the government the summit one can snowball in Augave its consent and its co-operation, gust as well as in December. Pike's reserving the right to purchase the Peak just scrapes the snow out of the at any time at its actual cost, frosty clouds as they pass by imposing strict regulations with reference to the usage, tolls and man- ist will find a variety of trips so great agement of the highway

dera Have Reason to Congratu Themselves on the "Catches" They Have Made. The Icelandic fishing season has cording to the report of the acting been the case at this time in normal Briti a consul at Reykjavik. He says | years, owing to the unusually large re-

been a very good one this year, acresults off the Westmann islands, ruled high, and appear likely to cor where fishing was very poor at the tinue so. beginning of the season, but improved April. At andgerdi, which is said to be becoming one of the largest fish-

tities are said to be available in that district this year, owing to exportation in wet condition. Practically no fishing has as yet taken place to the North owing to the prevalence of polur ice. Altogether it can be saft that the catch has been a good one. but it is maintained that there is less fish at present in Iceland than has that the fishing smacks have probably port of wet fish. From a local point never had such a good year, fine of view the year is probably a recweather and the undisturbed state of ord one. There does not appear to ing 50 years of service. the banks savoring them. Motor boats have been very much business done and rowing boats obtained average in dry fish as yet, but prices have

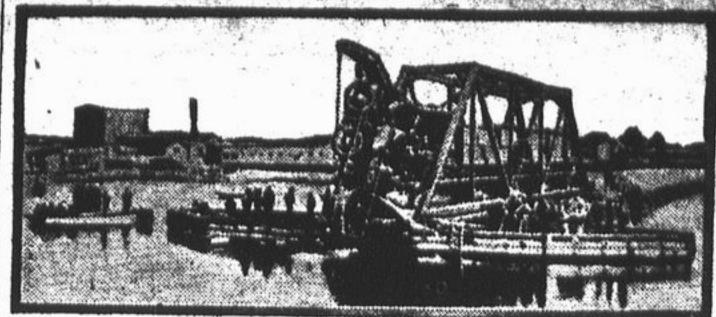
that he can suit any day's mood

through groves of pines and aspens,

motor climbs, it will be enveloped in

Turpentine and Vaseline.

Equally effective and probably : nore very far and the fish of good turpentine. It should be soulled FISHED LOCOMOTIVE FROM LAKE



The Locomotive Was Valued at \$10,000, so the Railroad Officials Figured That it Was Worth While to Recover It From the Bottom of the River. Divers Were Sent Down to Inspect the Engine and Fasten the Wire Cables to it. A Wrecking Crane Soon Lifted the Locomotive on to the Bridge and Placed It Gently on the Rails.

DEEP WATER,

Engine Worth Ten Thousand Dollars Replaced on Rails in Short Time, Little Damaged by Its Unusual Bath.

It can be statistically proved that the safest place in the world is in a Pullman car and the most dangerous, your own home.

The locomotive shown in the picture | yokes. published in Popular Science Monthly | Then they went down and attached bridge and plunged into the river at Bay City, Mich.-one of these "once in a while" occasions.

Today all railroads have as part of perience. Getting it out of the water their equipment cranes, known as so promptly saved it from damage by wreckers," and regularly employed in rust or prolonged contact with the construction work of the heavier kind, river bottom.-From Popular Science such as bridge building and handling | Monthly and World's Advance.

WORK BY DIVERS | turn tables. These cranes are always ready to be rushed to the scene of an accident. Equipped with a set o tools designed to handle derailed or damaged cars and locomotives, they lift an overturned car and place 'it back on the fails or else carry it to the shops for repairs.

As soon as the accident pictured occurred at Bay City, a wrecking crane was sent for. It was found that the 75-ton locomotive lay in deep water, and that it would be necessary to send divers down to attach the lines. After the divers had inspected the locomotive they came up and selected the tools they desired to use, compris-Only once in a while something goes | ing different kinds of wire rope slings. wrong on the best regulated roads, hooks, eyes, clevises, hoist beams and

World's Advance, ran off the the slings and lines to the locomotive. In three hours the submerged locomotive was once more on the rails and very little the worse for the ex-

ENGINEER'S WORK IN ALASKA

Record of Achievements in Which All Americans May Well Take a Special Pride.

The recent decision of congress to devote \$40,000,000 toward railroad building in Alaska calls attention to the many daring feats which the engineer has already to his credit in this wonderful land. Here, amid the terrors of an Arctic climate, he has thrown the iron road over steep mountain passes, across gaping ravines and over swiftly moving rivers. work which has only been accomplished after a stern battle against ice and snow, bitter cold and cruel

Before enumerating what the railroad engineer has done away up under the Arctic circle here, it is interesting to note that when the United States paid Russia \$7,200,000 for Alaska almost everybody agreed it was one of the worst real estate transactions ever consummated. Then came the discovery of gold, the famous rush to the Klondike, and icebound Alaska was found to be in every sense of the word a veritable gold mine. Since its purchase from Russia something like \$420,000,000 worth of products, represented mostly in minerals and fur. have been taken out of the countrycertainly not a bad return on the money invested What is badly needed, however, for

the successful development of this in teresting land is better transportation facilities. In its whole 600,000 square miles of area there are today only some 400-odd miles of railroads, all of which have been built by private enterprise. Now that coal and oil are known to exist, in addition to gold. silver and copper, and the summer though short, permits of the cultivation of grain and vegetables thus enabling the land to support a large popslation, the government intends to open up the country by at once laying down a number of railroads.

World's Railroad Mileage.

A world-wide reduction in railroad construction was experienced during 1913 as compared with 1912, according to the annual railroad statistics of the world compiled by Archiv fur Eisenbahawesen, the official publication of the royal Prussian department of public works. The railroad mileage of advocate "See America First" and its broad avenues and boulevards crease of 16,770 miles reported for keep within this country some of gleaming in the sun. Far out into 1912. The gain in mileage was also millions of dollars that have been leastern Colorado are the farms, little less than that for 1911 and even less oing to other corners of the world | green patches upon the drab prairie. | than that for 1908. The increase in stupendous an undertaking and in- are grotesque formations, and on the in 1909, 14,139, and in 1908, 16,672. volved so large a financial outlay that western horizon are the snow-capped How pre-eminently the United States it was certain it could not be under. Sangre de Christo and the giant peaks is the railroad nation of the world is cent of the entire mileage falls within its borders. The increase for the United States, as compiled by this publication, was 4,979 miles, or almost In the Pike's Peak region the motor, one-third of the entire gain for the year: while out of the entire 15,000mile increase 9.910 miles were contributed by the two Americas.

> Nearly Fifty Years on Road. Uniformed employees of an eastern raffroad are being decorated with gold stars and bars on their coat sleeve. The star signifies 25 years' continuous service and each of the bars five turns on the railroads of the country,

ployee in point of service is Conductor Frank Norris of Brunswick, Md., who is wearing one star and four bars. On January 16 next he will have the bars taken off and another star added, mak- ties of the railway companies for the

When Paint Becomes Costly. One large railroad system suffers a loss of more than eighteen tons of metal daily, due solely to the effect of rust. Thus far, the only known pre- through southern Siberia to connect ventive is to keep the metal surface the Black sea with the Pacific ocer ing station; in iceland, the fishing was convenient to apply than the familiar always covered with a suitable paint. This will give Russia two trunk lines. carried out by about thirty large mo- mustard plaster is a mixture of e-wal Some idea of the contliness of this to Siberia, and traffic for them is extor boats, and the results were probs- quantities of vaseline and turpent. "e. remedy, however may be gained from spected to come from the altered eco bly a record. The line and net fish the vaseline melted in a saucepan the fact that it requires about \$5,000 momic position in Mongolin and the ing off the south and southwest coast over the fire and mixed well with the annually to pa'nt one large railroad for Black.

HAVE YOU A SAND PILE?

observed a locometive in the railroad yard one day; I was waiting at the roundhouse, where the locomotives siny;

It was panting for the journey, it was conled and fully manned. And it had a box the fireman was filling full of sand

appears that locomotives cannot always get a grip their slender iron pavements, 'cause the wheels are apt to alip: So when they reach a slippery spot their

tactics they command, And to get a grip upon the rail, they sprinkle it with sand about this way with travel along

life's slippery track-If your load is rather heavy, and you're always sliding back If a common locomotive you completely understand.

You'll provide yourself in starting with a good supply of sand If your track is steep and hilly and you bave a heavy grade

And if those who've gone before you have the rails quite slippery made, If you'd ever reach the summit of the upper tableland ou'll find you'll have to do it with liberal use of sand.

If you strike some frigid weather and dis cover to your cost that you're liable to slip upon a heavy

Then some prompt, decided action will be called into demandand you'll slip 'way to the bottom if you haven't any sand You can get to any station that is

bition's strong machine: And you'll reach a place called Flushtown at a rate of speed that's grand, for all the slippery places you've good supply of sand.

-Bro Franklin Monthly.

What Might Be Done.

Some months ago the officials of the St. Louis & San Francisco railroad company made an appeal to their employees to be more careful in handling freight cars. They had, after careful investigation, determined that the careless handling of these cars was costing them heavily in the way of payments for damaged shipments. The employees responded loyally to the appeal, and in five months they have saved the company \$146,000.

This country is losing immensely because employees do not look upon he interests of their employers as concurrent with their own interests. the Leavenworth Times remarks. So many are careless, never giving a thought to the proposition that as the employer prospers so is he able to pay wages; some are vicious, regard ing with envy the prosperity of others and willing to hinder that prosperity, and a great number are indolent counting it gain if they get good pay for poor service. Employers are sometimes to blame for not recognizing encouraging good service, but there is recompense for such service in the consciousness of having done well. The laborer who does the best he can for his employer does the best he can for himself and he is the real

British Railroads Suffer. The net income of British railroads for 1914 as shown in the official gov-

ernment tabulations just issued, showed a decrease of \$6,000,000, or about 2 per cent. The total net income was \$305,000,000. The official rewhich in ordinary years has furnished Probably the oldest division em- a Blue Book of many pages, is this year a single-sheet volume and is prefaced with the note: "In consequence of the war no further return will be published regarding the statis-

> Plan New Trans-Siberian Line. According to reports received London, the Russian government has prepared plans for a railway line

Irritating Note Instead of Riches

They Expected. Burglars have been so busy crackthat it is impossible for flat dwell- solitary cabin at Beaver hole, them up with coal and other uncoming time, left a note inside of it. A were transcontinental railways, pair of burglars spent a busy set of

THICK LOVELY HAIR

Because Free From Dandruff, Itching, Irritation and Dryness.

Times.

May be brought about by shampoos with Cuticura Soap preceded by touches of Cuticura Ointment to spots of dandruff, itching and irritation." A clean, healthy scalp means good hair. Try these supercreamy emollients if you have any hair or scalp trouble. Sample each free by mail with Book

ADRIFT BY ILLUSION

Address postcard, Cuticura, Dept. XY

Boston. Sold everywhere. -- Adv.

Young Mortal Allows Himself to B Swayed by Conditions That Surround Him.

There is no chance and no anarchy in the universe. Every god is there sitting in his sphere. The young mortal enters the half of the firmament: there he is alone with them alone they pouring on him benedictions and gifts, and beckoning him up to their thrones. On the instant, and incessantly, fall snowstorms of illusions He fancies himself in a vast crowd which sways this way and that, and whose movements and doings he must obey; he fancies himself poor, or phaned, insignificant. The mad crowd drives him hither and thither, now furiously commanding this thing to be done, now that. What is he that he should resist their will and think on himself? Every moment new changes and new showers of deceptions to baffle and distract him. And when, by and the cloud lifts a little, there are the gods still sitting around him on their thrones-they alone with him alone -- Emerson.

New Definition.

"The study of etymology," says the Philadelphia Record, "causes no end says that the roots of each will spread of trouble among that class of school children whose knowledge of English Lether a web which would hold earth is limited to words which figure in the firmly ordinary street conversation. many curious results have followed. The custom usually observed by the teachers is to require such a definition finally a sentence in which the word is properly used. The word "ligament" fell to the lot of a rather diffident boy recently. He defined it properly as "a band," but followed up the correct derivation with this remarkable sentence: "I was wakened up last night by hearing a brass ligament going down the street."

If You Need a Medicine

Although there are hundreds of preparations advertised, there is only one that really stands out pre-eminent as a remedy for diseases of the kidneys, liver and Dr. Kilmer's Swamp-Root is not recomnended for everything.

A sworn certificate of purity is with ev-You may receive a sample hottle of Swamp-Root by Parcel Address Dr. Kilmer & Co., Bingharnton, N. Y., and enclose ten cents. For sale at all drug stores in bottles of two sizes-8% and \$1.00, also mention this paper - Adv.

Misunderstood.

"I hear they have an excellent curriculum at this school," said Uncle John, who was visiting his nephew at col-

"You bet your life we bave," replied the nephew enthusiastically. 'It's built of steel and concrete, and seats 29,000 people. Come over and I'll show it to you.

Her Preference. Sunday School Teacher-You must grow up to be good. Don't you want to be looked up to? Little Emma Wayup-No: I'd rather

When all others fail to please Try Denison's Coffee.

be looked around at .- Judge.

Truth may be stranger than fiction. but some men make it hustle to keep

Not far from Louisville, but sere ing safes on the upper East side with the river, in Indiana, Peter McDandynamite, nitroglycerin and lyddite, iel, a trapper, whose home was ers in that vicinity to keep pictures Fourteen Mile creek, is dead. He straight on the walls. The storekeep- lived to be seventy-seven years old ers have been touched so often that During the last 20 years of his life they are beginning to get wise. In he earned sufficient for his modest stead of leaving the day's cash in bachelor necessities by following a their strongboxes, they are filling calling which in the popular mind is associated with the frontier during mon things. A clerk in a hat store the period in which white men graduin that section of town, after remov- ally worked their way westward from ing the money from the safe at clos- the Atlantic coast, and before there

Every youth who is healthy is by hours in the hat store, using section- nature an adventurer. Those who al jimmies, "can openers" and every have the hard luck to be born in flats known device for successfully ap- and brought up in the streets may beproaching the interior of the safe. come members of gangs and regard When they had reduced the strong- the peaceful and peace-guarding pobox to a shredded iron biscuit they liceman as the natural enemy of their looked into its riddled heart and found | kind. But that is a perversion of this note: "Well, what's the idea?" instinct brought about by artificial That was all there was in the safe. environment. The boy whose bare It is assumed that the subsequent con- feet feel the soil in summer time, and versation was enough to explode the who fishes and swims and hunts, surplus nitroglycerin, but one of the even where fishing is a waste of time. annoyed felons took his indelible pen- economically viewed, and hunting a cil in hand and wrote as follows: matter of tramping about with a flo-"You ----, you can -- - and bert rifle to murder innocent, unsusfurthermore, -- - ! ! !" Which, pecting insectivorous birds, lengs to considering what their feelings were. hunt and trap fur bearers and sell was putting it mildly.-New York pelts, and fight ludians, like Leatherstacking, the Fenimore Cooper hero in whom were incarnated the ideal of nermal boyhood.

As a matter of fact, there still are

many pelts to be gathered, a writer in the Indianapolis News observes. Qrite an army of hunters and trappers, all told, get their living by harvesting them in the remaining fringes of forest and along the water courses and ravines which civilization has not metamorphosed. It is possible still for a man to live, like Peter Mc-Daniel, in a shack in the woods and depend upon his rifle, his traps and his dogs. If he may not dine upon bear meat, venison and wild turkey, as Daniel Boone did, he may at least have plenty of smaller game with his corn cakes. And "varmints" whose fur is as salable as gilt-edge securities still are fairly numerous in sections of the oldest and most densely populated states. There are still forest ed areas where a man may build his hut of round logs, chink it with sticks or stones daubed with clay, get his water supply from a crystal apring and his fuel from fall-in or felled trees, and live beyond four score without setting foot in the settlements save for the purpose of bartering his "hides" for pantry supplies and pow-

WILLOWS TO SAVE THE CANAL

Roots Will Form Web, Says Inventor, and Prevent Landslides at Panama.

E. Moody Boynton, inventor of the monorall system of transportation, is convinced that willow trees can be made to stop the Panama canal landand by, for an instant, the air clears slides. He has written President Wilson what he thinks should be done. and his letter has been forwarded to | For Varicote Veins the isthmian officials.

Mr. Boynton proposes that willow piles be driven close together along both sides of the cans! where slides occur. These willows will grow. He out as far as 100 feet, all forming to-

DON'T LET GRAY HAIRS

Make You Look Old. Restore Natural Color by This Guaranteed Method. That luxurious dark, natural shade of hair you so much desire is within your reach—easily, inexpensively. Simply go to your drugglet and get a bottle of Hay's Hair Health. When applied o gray bair it causes the air to bring back the riginal country. Absolutely harmless. Leeps new gray hairs from showing. Imparts ife, juntre and beauty; removes dandruff; cleansen and tones scalp. No one will know you ere using anothing. Drugglet returns price if it falls. Me, 50e and \$1.00 at drug stores or direct on receipt of price and lealer's name. Philo Hag Specialties Co., Newark, N. J. Adv.

Man's Materialism.

Perry Belmont, condemning matedalism at a Newport dinner, said: "Take the average husband. Could anything be more material than he? "Tell the average husband that his love is growing cold, and he won't so much as lift his eyes from the eye

"But tell him that his consomme is growing cold, and-zip, he's off for the dining room in 29-foot leaps."

Its Case. "How is the Turkish army doing? "From last accounts, it was in good running order."

Jamaica has established several publie quinine depots to enable poor persons to obtain the drug at cost.



bound for what it has done man's friend. You are at liber my letter in any way." - Mrs. Tu 649 W. Russell St., Philadelphia

Change of Life is one critical periods of a woman's ar Women everywhere short that there is no other reme carry women so succi this trying period as Lydis E. P Vegetable Compour

If you want special write to Lydia E. Pie icine Co. (confide Mass. Your letter will! read and answered by a and held in strict c

from injurion digestion, liver and box. If your drug gist cannot supp you, we will

"If I can raise the dos

Evening Transcript



10c Worth of QUPDI Will Clear \$1.00 Worth of Land



Get rid of the stumps and big crops on cleared land. while products bring high quickest, cheapest and er ing Du Pont Explosives. The

