

# Up Pike's Peak by Auto

**K**ING MOTOR is conquering Pike's Peak. More than a century ago Lieut. Zebulon Montgomery Pike discovered the mountain which now bears his name, and accompanied by his little band, made a determined effort to reach its summit. It cost him ten days of marching to reach its base, and after a laborious ascent which brought him only to the crest of one of the nearby mountains, he was forced to give up the attempt, predicting in his diary that no human would ever scale its rocky heights. Thirteen years later, however, Dr. Edwin James with a portion of the exploration party under Maj. S. H. Long, found an easier approach from the eastern side and after a hazardous climb reached the summit on July 14, 1819.

Then came the United States government engineers who constructed a winding trail from Manitou to the top of the great mountain and built there an experimental station that study might be made of weather conditions three miles above sea level. This led to the building of a carriage road from Cascade in Ute pass to the top of the mountain; and almost simultaneously there came the cog railroad. It was built in 1890, making the ascent in nine miles from its Manitou depot. This is one of the most famous of the world's mountain railroads.

And now in 1915 comes the supreme conquest of the mighty peak. The constructive ability of the American engineer has won another triumph, for since September 1, automobiles have been traveling on the "World's Highest Highway" to a point within five miles of the pinnacle of the mountain; and construction gangs are pushing rapidly the grade of this road through bowlder fields way above timber line to the summit. On the first day of September there was opened to travel the first twelve miles of the highway, which connects with the Pike's Peak Ocean-to-Ocean Highway in Ute pass at Cascade, ten miles west of Colorado Springs and five miles west of Manitou.

Built by Private Capital. Before congress closed its sixty-



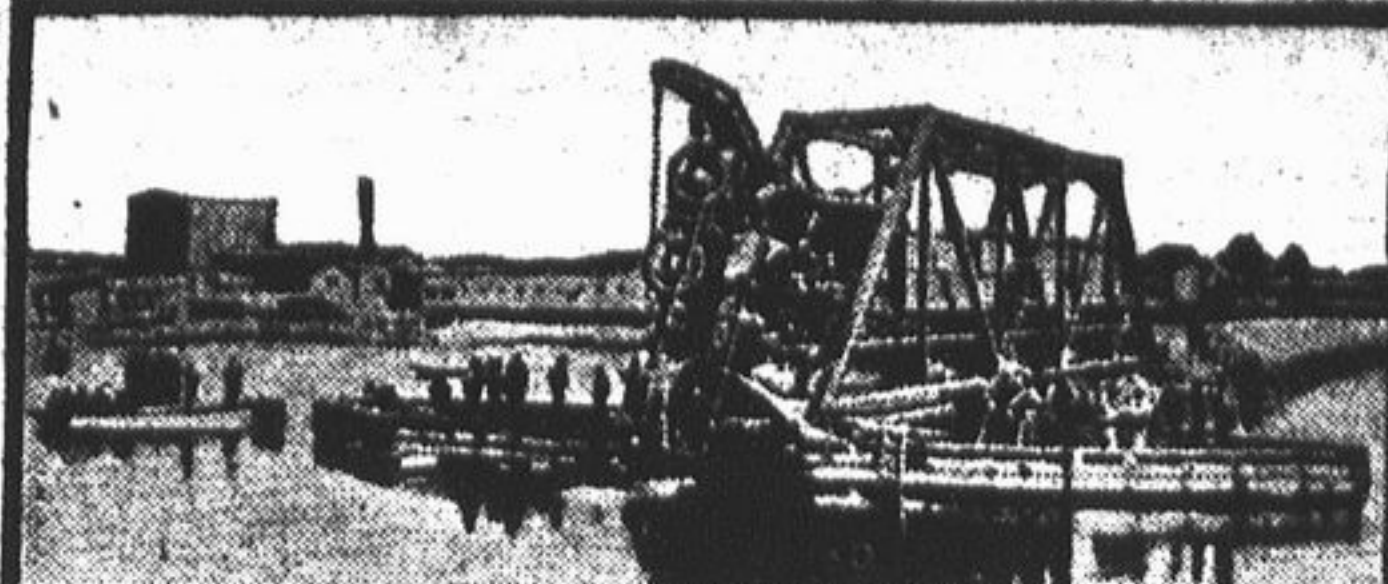
THE HIGHWAY OF THE UTE PASS

third session, it granted the right of way for an automobile road that would traverse the Pike national forest and wind its way up the northern slopes to the top of the peak. When the government granted this right of way through a national forest for a toll road, it did an unprecedented thing. But there were good and sufficient reasons. It was shown that such a road would be a big asset in developing the nation's scenic wonders. "See America First" and keep within this country some of the millions of dollars that have been going to other corners of the world. The building of this highway was so stupendous an undertaking and involved so large a financial outlay that it was certain it could not be undertaken in many a year unless by private capital. And so the government gave its consent and its co-operation, reserving the right to purchase the road at any time at its actual cost, imposing strict regulations with reference to the usage, tolls and management of the highway.

**FISHING SEASON A GOOD ONE**  
Icelanders Have Reason to Congratulate Themselves on the "Catches" They Have Made.

The Icelandic fishing season has been a very good one this year, according to the report of the acting British consul at Reykjavik. He says that the fishing smacks have probably never had such a good year. Fine weather and the undisturbed state of the banks favoring them. Motor boats and rowing boats obtained average results off the Westman islands, where fishing was very poor at the beginning of the season, but improved in April. At Sandgerdi, which is said to be becoming one of the largest fishing stations in Iceland, the fishing was carried on by about thirty large motor boats, and the results were probably a record. The fish and net fishing off the south and southwest coast was very far and the fish of good quality. The fishing in the western fjords has been better than this year.

## 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 Sunk Lifted the Locomotive on to the Bridge and Placed it Gently on the Rails.

## GOOD WORK BY DIVERS BROUGHT LOCOMOTIVE UP FROM 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. Only once in a while something goes wrong on the best regulated roads. The locomotive shown in the picture published in Popular Science Monthly and World's Advance, ran off the 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 their equipment cranes, known as "wreckers," and regularly employed in construction work of the heavier kind, such as bridge building and handling

## 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 horrors 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 winds.

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 \$12,000,000 for Alaska all 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 country—certainly not a bad return on the money invested. What is badly needed, however, for the successful development of this interesting land is better transportation facilities. In its whole 660,000 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 population, 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 for Eisenbahnwesen, the official publication of the royal Prussian department of public works. The railroad mileage of the entire world for 1913 was 654,514 miles, an increase of 15,000 miles for the year, as compared with an increase of 16,770 miles reported for 1912. The gain in mileage was also less than that for 1911 and even less than that for 1908. The increase in 1911 was 15,078 miles; in 1910, 14,357; in 1909, 14,133, and in 1908, 16,672. How pre-eminently the United States is the railroad nation of the world is shown by the fact that over 37 per cent of the entire mileage is within its borders. The increase for the United States, as compiled by this publication, was 4,975 miles, or almost one-third of the entire gain for the year; while out of the entire 15,000-mile increase 9,910 miles were contributed by the two Americas.

**Nearly Fifty Years on Road.**  
Uniformed employees of an eastern railroad are being decorated with gold stars and bars on their coat sleeves. The star signifies 25 years' continuous service and each of the bars five years. Probably the oldest division employee 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 his taken off and another star added, marking 50 years of service.

**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 preventive is to keep the metal surfaces always covered with a suitable paint. Some idea of the costliness of this remedy, however, may be gained from the fact that it requires about \$5,000 annually to paint one large railroad bridge alone.

**Plan New Trans-Siberian Line.**  
According to reports received in London, the Russian government has prepared plans for a railway line through southern Siberia to connect the Black sea with the Pacific ocean. This will give Russia two trunk lines to Siberia, and traffic for them is expected to come from the altered economic position in Mongolia and the Far East.

## PUT ONE OVER ON BURGLARS WAS NOTED INDIAN TRAPPER

**Industrious Kate Blowers Found Only Irritating Note Instead of Riches They Expected.**

Burglars have been so busy cracking safes on the upper East side with dynamite, nitroglycerin and lyddite, that it is impossible for flat dwellers in that vicinity to keep pictures straight on the walls. The storekeepers have been touched so often that they are beginning to get wise. Instead of leaving the day's cash in their strongboxes, they are filling them up with coal and other uncommon things. A clerk in a hat store in that section of town, after removing the money from the safe at closing time, left a note inside of it. A pair of burglars spent a busy set of hours in the hat store, using sectional jimmies, "can openers" and every known device for successfully approaching the interior of the safe. When they had reduced the strongbox to a shredded iron biscuit they looked into its riddled heart and found this note: "Well, what's the idea?" That was all there was in the safe. It is assumed that the subsequent conversation was enough to explode the surplus nitroglycerin, but one of the survivors took his indelible pencil in hand and wrote as follows: "You ————?!" Which, furthermore, you can ———— and considering what their feelings were, was putting it mildly.—New York Times.

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## SET ADRIFT BY ILLUSIONS Young Mortal Allows Himself to Be 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 hall 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 phased, insignificant. The mad crowd drives him hither and thither, now furiously commanding this thing to be done, now that. What is he that 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 by, for an instant, the air clears and the cloud lifts a little, there are the gods still sitting around him on their thrones—they alone with him alone.—Emerson.

## WILLOWS TO SAVE THE CANAL Roots Will Form Web, Says Inventor, and Prevent Landslides at Panama.

E. Moody Boynton, inventor of the mononial system of transportation, is convinced that willow trees can be made to stop the Panama canal landslides. He has written President Wilson what he thinks should be done, and his letter has been forwarded to the isthmian officials. Mr. Boynton proposes that willow piles be driven close together along both sides of the canal where slides occur. These willows will grow, he says that the roots of each will spread out as far as 100 feet, all forming together a web which would hold earth firmly.

## DON'T LET GRAY HAIRS Make You Look Old. Restore Natural Color by This Guaranteed Method.

Man's Materialism. Perry Belmont, condemning materialism 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 evening paper. But tell him that his conscience is growing cold, and—sip, he's off for the dining room in 23-foot leaps."

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**THE CHEW FOR MOUTH**  
MOUTH  
MOUTH

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