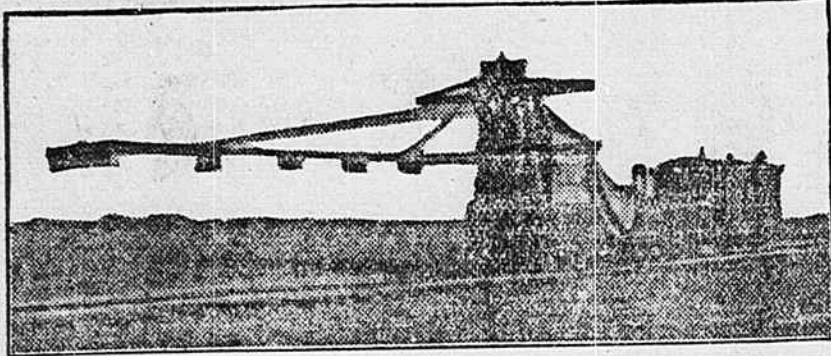


RAILROAD BUILDING AT NIGHT



Pictured in the accompanying engraving is an apparatus that is being used in Africa to permit of railroad construction at night, reports the Scientific American. A freight car is utilized as a lighting plant. Projecting from a tower built at one end of the car is a light arm that extends far out over the track. At the extreme end of this arm two searchlights are placed, while other lamps

are located at intervals along the arm. By means of this arrangement plenty of light can be shed upon the portion of the track that the arm overhangs, while beams of the searchlights can be cast ahead where the work of preparing the roadbed is under way. The lighting plant permits of carrying on work in the cool hours, while the torrid sun has retired below the horizon and labor is possible.

DEPEND ON RAILROADS

WARRING NATIONS HAVE BEEN WELL SERVED BY LINES.

Importance of Communication in the Great Struggle Shown—Russia's Lack of Facilities Has Proved a Serious Handicap.

Effective railway mileage has played a potent part in the winning of modern battles. The Russians have not only had well-equipped, well-trained men to deal with in the eastern war theater, but, also, a wonderful, strategically invaluable net of railways. The German railways have been instruments of first importance in every Russian defeat. On the western front, where the fighting has been more stationary, the highly developed railway system of Germany meets the equally highly developed railway system of France. How well France and Germany are prepared to meet the emergencies of war transportation as compared with the other belligerents is shown in a recent bulletin issued by the National Geographic society. The bulletin reads:

"The total length of the railways of the world is about 750,000 miles, of which considerably more than four-fifths falls to the continents of Europe and America. The United States leads all the other nations of the world in the total of its railroad mileage, though it is proportionately behind some of them. Belgium, now back of the invaders' lines, is one of the best-supplied territories in the world for rail communication, and the railways of Great Britain, Germany and France are equal to almost any strain that a war traffic may put upon them. Europe possesses more than 212,500 miles of railway lines, of which about one-third falls to the share of the central German powers, the German empire and Austria-Hungary. Germany, with its 210,000 square miles of area, has about 40,000 miles of rail line, while France, with its 208,000 square miles, has 32,000 miles of track-age.

Russia and Finland, together, with a total area of 2,095,616 square miles, or very nearly ten times the size of Germany, have a railway mileage slightly less than that of Germany. In great part, the Russian railways are far-flung trunk lines, and the Muscovite land nowhere has anything corresponding to the interweaving railway nets of Germany and France. This lack of railway facilities has been one of the disadvantages that the Russians have had to overcome during the present war.

Among the other countries of Europe, Italy has some 11,250 miles of railroad, so laid down as to bind almost her entire frontier by a rail line fringe; Spain has about 10,000 miles of track; Great Britain and Ireland have 24,000 miles, and Austria-Hungary has a total mileage of about 28,000.

The United States has about one-third of the total mileage of the world. There are 65,000 miles of railway on the continent of Asia, about 26,000 miles on the continent of Africa and 21,000 miles in Australia. Japan, with Korea, has only about 6,500 miles of railway, and China has a mileage which totals about the same.

The railways of Germany, France and Austria-Hungary have been developed with considerable attention to their value in times of war. This feature of railway development has been especially prominent in Germany, where the state has presided over the growth and destinies of steam line communication. Several great trunk lines traverse Germany from her western to her eastern frontier, and these lines are prepared to bear almost any strain. Along the French border an all-inclusive network of railroad has been laid, while German railway lines parallel the Russian frontier and receive feed lines from all parts of the empire.

Vote of Thanks.
Chicago owes a vote of thanks to the men of her steam railroads. The way they met the recent crisis (the street car strike) and helped carry the million workers of this city to and from their tasks was a marvel of speed and efficiency. They lived up to the best traditions of American railroad-ing—and greater praise than that cannot be applied to any work done on steel highways.—Chicago Journal.

VALUABLE LINES IN HAWAII

Railroad System of Island Pays Handsome Dividends to Those Who Own the Stock.

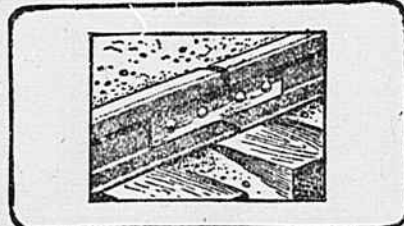
Twenty years ago the railway system on the island of Oahu, Hawaii, had 2 1/2 miles of track. Now there are 127 miles, including plantation spurs. At first this railroad almost ruined its promoters. Now it is one of the best-paying investments in the Hawaiian archipelago. The company owns 22 locomotives, 44 passenger cars and 520 freight cars. It has 36,000 feet of wharf and can store 20,000 tons of sugar. Taxes on property from Ewa to Kahuku plantation, writes a Honolulu correspondent of Commerce Reports, which is tapped by this railroad, amounted at the time the road started to \$28,853; in 1914 the taxes on the same property totaled \$310,000. This is one example how the land along the line has increased in value in the last twenty years. The railroad paid \$87,324 in taxes in 1914, which means that every two years the company pays back to the government the amount of the subsidy granted to the railroad, which was \$196,980. The gross earnings of the road twenty years ago were \$120,000, and now they are \$1,300,000; the freight earnings were \$43,000 and today they are \$813,000; the passenger earnings were \$28,000, and now they are \$300,000.

Twenty years ago 79,000 passengers were carried yearly, while in 1914 about 1,140,000 persons patronized the cars. There were 907,000 passengers carried one mile twenty years ago; in 1914 they numbered 15,435,000. Passenger rates show less than two cents a mile; this is lower than the average rate on the mainland. This railroad, which starts in Honolulu, taps five of the largest sugar plantations in the Hawaiian islands, all the big pineapple plantations, a sisal plantation, several stock farms and several rice and banana plantations; skirts the shores of Pearl harbor, where the United States government is building a \$2,000,000 naval station and dry dock, and indirectly taps one large American army post and one of the strongest fortifications under the American flag, Fort Kamehameha, which guards the entrance to Pearl harbor. In addition to its commercial importance the road opens up some of the finest scenic features on the island of Oahu.

RAILS ALLOWED TO EXPAND

Scientific Building Provides for the Effect of Heat on the Lengths of Steel.

Anyone who is observing will notice, if walking along a railroad track in winter, that the ends of the rails do not meet. There will be a space between the rails of from one-fourth to one-half inch, according to the length of the rails, character of the



track and climatic conditions. On side tracks the rails will often be found butting together or spaced one inch apart, all within a few hundred feet. This is simply because the tracks are unimportant and are laid with as little expense as possible.

The rails on the main line of a trunk road will be found equally spaced with unending regularity. This is done on account of the expansion of the rails in the hot summer, for if the gap was not provided when the steel was laid, the heat would cause such a tremendous end pressure that the tracks would assume a grapevine appearance.—World's Advance.

Crossings to Be Guarded.
New Hampshire has passed a law placing the protection of railroad grade crossings in the hands of the public service commission, which has ordered that each city and town shall maintain warning signs at a reasonable distance on each side of crossings. The signs must be of enameled metal, 24x12 inches in size, and have white letters on a blue ground. If any town neglects to set such signs for 60 days it forfeits one dollar for each day. Any one injuring or defacing the signs is liable to a fine of ten dollars.

THE KITCHEN CABINET

He who makes war on business removes roofs from homes, takes the bread from mouths, leaves human bodies naked to the storm—replaces confidence with fear, hope with dread, love with hate—and robs men of their right to work.

SOMETHING ABOUT CURRIES.

Translated into our tongue curry means palatable. In the Orient there are forty or more ways of preparing curry powder, and in America our spice houses are adding others. Curry is like mince meat or pickles; we like the kind we have been accustomed to use. In India the following ingredients are used: Coriander seed, tumeric, cumin, pepper, mustard seed, ginger, cardamon, chillies, mace, cloves, poppy seed, cinnamon, nutmeg, saffron, mangoes, lime juice, garlic, nuts, cayenne pepper, coconut, milk and oil, as well as many of the native fruits. Rice and chutney are an invariable accompaniment to curry. One of the most important things to remember in using the prepared curry is to cook it with the ingredients, or the dish will be flat and tasteless.

Curried Lamb.—Remove the bones from two pounds of the neck of lamb and divide into neat squares about an inch; fry them brown in hot fat, take out the meat and add two chopped onions, one chopped apple, one and a half tablespoonfuls of curry powder, three tablespoonfuls of chopped coconut, one teaspoonful of sugar, a quarter of a cupful of milk, and the same of good stock, and the pieces of lamb. Cook slowly for an hour, remove the fat, add a teaspoonful of salt and a tablespoonful of lemon juice. Serve in the center of a platter with the sauce poured around it, and garnish with boiled rice.

Chicken Curry.—Cut up a plump young broiler and fry brown in hot olive oil. Remove from the frying pan and place in the oven. Mix together two tablespoonfuls each of flour and curry powder, then add gradually a cupful of good stock. Fry two sliced onions in the hot fat, add the prepared stock, cook for five minutes, then turn in the chicken. Cover and allow to simmer fifteen minutes. Serve hot with boiled rice. If the sauce seems too thick, add a little more stock. The dish should be thick and hot when served. Curry sauce is good with cold meats and makes an agreeable change in serving them.

Chickpea Curry.—Cut up a plump young broiler and fry brown in hot olive oil. Remove from the frying pan and place in the oven. Mix together two tablespoonfuls each of flour and curry powder, then add gradually a cupful of good stock. Fry two sliced onions in the hot fat, add the prepared stock, cook for five minutes, then turn in the chicken. Cover and allow to simmer fifteen minutes. Serve hot with boiled rice. If the sauce seems too thick, add a little more stock. The dish should be thick and hot when served. Curry sauce is good with cold meats and makes an agreeable change in serving them.

Nellie Maxwell

THE KITCHEN CABINET

Economics change man's activities. As you change a man's activities you change his way of living, as you change his environment, you change his state of mind. Precept and injunction do not perceptibly affect men; but food, water, air, clothing, shelter, pictures, books, music, will and do affect them.

A FEW HOT WEATHER DRINKS.

There is nothing so refreshing as a good cool drink when tired, warm and thirsty. The following will prove valuable during the hot dog-day weather.

Milk Shake.—Put four tablespoonfuls of finely crushed ice in a glass, add to this two and a half tablespoonfuls of rich sirup, one egg and a cupful of milk. Shake thoroughly and turn into a serving glass. Nutmeg and cinnamon may be added if desired.

Pineapple.—Mix one cupful of sugar and a cupful of water together, add the juice of three lemons and one can of pineapple (grated). Strain and pour over a quart of chopped ice.

Cherry Punch.—Boil together five minutes two cupfuls of sugar and four cupfuls of water. Then add one cupful of lemon juice, three cupfuls of orange juice and three cupfuls of cherry juice. Chill and serve with ice.

Grape Nectar.—Put a cupful of sugar and a quart of water over to boil. Cook ten minutes, then add, when cool, the juice of three lemons, two oranges, one-half can of pineapple and a pint of grape juice. Let it stand about three hours, then add one nice orange sliced thin. Serve with ice.

Raspberry Mint.—To a quart of good lemonade add a half cupful of red raspberry juice and a dozen bruised mint leaves. Let the mixture chill for two hours, then remove the mint, fill glasses and garnish each glass with a sprig of mint.

Serve iced tea with sprigs of mint and a wedge of lemon.

Ginger Ale.—Remove the skins from six large lemons and slice them into a large earthen bowl. Add to them six ounces of bruised ginger root, six cupfuls of sugar and four gallons of boiling water. When the liquid is lukewarm, put in a fourth of a yeast cake dissolved in a little water. Cover the bowl with a thin cloth and let stand a day. Bottle and keep in a cool place.

Nellie Maxwell

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