

NATIONAL CAPITAL AFFAIRS

Spending a Million a Day on Roads



WASHINGTON.—One million dollars a day is the record that will be established throughout the United States as the expenditure for improving and maintaining public roads. Never before in the history of the country has there been such interest in the improvement of highways, and with the legislatures of the states appropriating millions of dollars for this purpose, the good roads movement has received its greatest impetus since the foundation of the republic.

The money that will be expended on the roads of this country during the next six months will be more than ever before in the same period of time. In 1904 the total expenditure for the construction and maintaining of roads and bridges in the United States amounted to about \$80,000,000, but the expenditure for this purpose in 1911 will aggregate about \$140,550,000. Exclusive of Sundays and legal holidays, the outlay for roads will amount to \$1,000,000 a day during the present road building season. This includes all moneys raised by local taxation, bond issue, state appropriation and private subscriptions.

"Every state in the Union," said Logan Waller Page, director of the

United States office of public roads, in telling of the results of the great campaign for good roads, "seems at last to be thoroughly aroused to the benefits derived from investments in improved highways."

In California the state has issued \$18,000,000 in bonds with which to build a system of state highways. This work will begin during the present season. In the state of Connecticut about \$2,500,000 will be expended this year out of the state treasury for trunk line and state aid roads. Of the \$5,000,000 bond issue recently authorized in Maryland more than \$1,250,000 will be available this year for trunk line and state aid roads. Massachusetts will expend from state revenues over \$1,000,000 for the construction and maintenance of state roads. It is expected that at least \$5,000,000 will be expended on state-aid roads and on trunk line systems in the state of New York, in addition to \$7,000,000 already raised by local taxation. In 1910, thirty counties in Ohio voted \$2,500,000 in bonds to be expended this year. Ohio will also expend about \$500,000 from the state revenues for road improvement. In Pennsylvania, the state-aid appropriation will probably amount to over \$1,000,000, and a \$50,000,000 bond issue is being considered. Various counties in Tennessee will expend \$1,500,000 from bond issues. In Virginia, \$2,500,000 has been authorized by various counties, to be expended this year, while over \$250,000 has been appropriated in the state of Wisconsin, in accordance with the state aid system.

Number of Dope Fiends Is Increasing

ACCORDING to statistics collected by government investigators, we are becoming a nation of drug fiends. The number of persons addicted to this degrading and debasing habit is placed at 4,000,000, and the evil is constantly growing. With the object of warning the country, the United States government has issued a bulletin, cautioning the people against what is known as the "habit-forming" compounds. The experts employed by the government are certain that new drug fiends are being created every year through the insidious patent medicine and the soft drink that contain a trace of the narcotic agents which finally form the terrible drug habit. There are 100 sanitariums throughout the country for the cure of this mind-wrecking habit and there are hundreds of graves being filled every year with unfortunate victims of the drug.

Never a day goes by that some murder, death, defalcation or suicide because of the drug falls to occur. Tired workers driven to the ragged edge of human endurance learn to use opium or cocaine or other seductive drugs and sooner or later they depart this life by means of a rope, carbolic



acid or a leap from a bridge. Society girls in search of a new sensation take up the habit and drift down to the underworld. The drug evil spreads its ravages in all classes of life.

The bureau of chemistry, under the direction of its chief, Dr. H. W. Wiley, which made a far-reaching investigation of the drug habit, was appalled by the results of its inquiry. It found that the amount of opium being imported into the United States has doubled within the last generation. It discovered that hundreds of preparations for the cure of headaches and the relief of pain that are being sold every day were filled with alluring, enslaving agents that create the drug user's lotus land. It found that over 150,000 ounces of cocaine were being consumed annually by the drug users of the country.

Midshipmen Being Trained for Japan



THE 194 midshipmen who recently graduated at the United States naval academy, and whom it is proposed to create ensigns as soon as possible, have in the last year of their course received special training to fit them peculiarly for a war with Japan. A member of the class has let the secret out. The hundreds of other middies will be similarly treated. The members of the graduating class during the last four months have been familiarized with the principal naval bases, armaments, naval forces, and resources of Japan, and they have in theory fought naval battles with Japan.

It could not be learned who had given the orders to instruct the mid-

shipmen what to do in case of a war with Japan, and the greatest possible secrecy has been maintained while the teaching was going on. In many of the places and instructions the name of Japan was not mentioned at all, and the author of them simply said, "the navy of the strongest Asiatic power."

It was further stated by the instructor that he understood the 85 graduating cadets at West Point, N. Y., had received the same instructions as to land fighting that the midshipmen had in naval warfare. The member of the class upon promise that his name should not be revealed, said:

"We have been taught what to do in a moment's notice in case of a war with Japan. Of course some of the papers, and, in fact, a majority of them, did not mention Japan. They said 'an island empire' or 'an Asiatic nation,' or something like that. We have, in theory, fought a war on both sides of the continent—namely, on both the Pacific and Atlantic oceans."

Young "Hippo" for the Capital Zoo

A FINE young female hippopotamus from East Africa is the latest addition to the national zoological park in Washington. The hippopotamus is about two years old, weighs 820 pounds, and is an exceptionally fine specimen. The interest in the new arrival was almost as great as it was several years ago when former President Roosevelt received his famous consignment of animals from Menelik II of Abyssinia, which he promptly turned over to the national zoo.



The hippopotamus is of the species which inhabits the rivers and lakes of Africa south of the Sudan. She came direct from East Africa, via Germany, and was not born in captivity, but in the jungle, on the bank of some teeming African stream. She was about the biggest piece of live "freight" that has arrived in Washington in some time. Every preparation, however, had been made for her arrival, a new cage and tank having

been installed in one of the wings of the lion house.

Miss Hippo has the best accommodations at the zoo. Zoologically speaking, her apartment corresponds to a room and private bath in a hotel. The cage is divided in half, one part consisting of a big tank and the other a dry concrete surface amply large for her to move about without crowding against walls or bars. Although weighing nearly 820 pounds, she is regarded as something of an infant at present and therefore does not require or receive as great a quantity of food as a full-grown animal.

For the Little Miss



THE little miss has a much wider choice in hats than she had a few years ago. Since it became the fashion to copy shapes made for grown-ups, in small sizes, for young heads, children's millinery has become much more interesting to the purchaser and much less taxing in its demands on the milliner. The variety in shapes makes it possible, also, to suit the child's individual style.

Two good designs are shown here, suitable for girls from about 8 to 16 years old. They are made on the familiar bell and helmet shapes and only differ from these shapes made for grown people, in the matter of size. The bell-shaped hat appears to be covered with silk, but would be just as effective in a braid. It is covered with rows of fine-meshed lace, alternating with motifs in flower forms made of braid. The petals of each motif is filled with a figured net.

A wreath of small ribbon roses, set in millinery foliage and showing more buds than blossoms, is divided and placed part on the upper right brim and the under left brim. The design is particularly good for girls who wear curls. White is the color chosen in this model, but any pale tint is pretty. A light blue braid of straw covers

the helmet shape, shown in the second picture. A band of rose petals, made of ribbon in a slightly darker shade of blue, is laid about the base of the crown, finished with a flat rosette at the front, made of the same petals. A lustrous, light weight satin ribbon is used for the band.

A short, fluffy, "made" quill in dark and iridescent feathers is posed at the left front of the hat, and may be dispensed with when the hat is made for a very young girl. The same design is pretty with small flowers set in the ribbon band at intervals or with four rosettes like that at the front, dividing the band into four lengths.

These little shapes stay on well and provide some shade for the eyes. Wide-brimmed Leghorns and other straws are never out of fashion and probably never will be. Lace bonnets with simple outlines and fluffy lace hats are worn every year. The lingerie hats made of embroideries and of flowered fabrics like dimity and cretonne are ideal for misses, made in simple, youthful fashion. The time has gone by when it was hard to choose a hat for the little girl or young miss. She is sure to be pleased among the many styles that the designers of millinery have this season made for her.

GRACEFUL GOWN.



This is of soft satin draped with Ninon-de-sole of the same color, and trimmed with lace and satin bands. The hat is of legal straw trimmed with roses.

Other Velvet Accessories.

Velvet ornaments summer raiment in the way of Swiss embroidered or openworked linen, muslin or cambric dresses, more often than not charmingly worked in floral sprays and designs, with mercerized cotton, that looks remarkably like silk. A velvet sash and groups of small velvet buttons make an effective trimming, and complete a summer frock most daintily.

GOWNS FOR THE SUMMER

Wide Choice of Colors is Allowed for the Costumes of the Prevailing Season.

Gowns of liberty satin are practical as well as effective, and quite as many colored as black ones are made, while the same can be said of the soft-finished taffeta silks. Many of these gowns have jackets to match, but there is always a waist to match the skirt, fashioned in such manner that the appearance is given of a one-piece gown. This style is perfectly possible on warm days as well as cool, for yoke and sleeves may be of transparent material.

Extremely practical, also, are the coat-and-skirt costumes for cool days. In plain color, with trimmings of striped black and white, there is quite a new model with which is worn a lace waist of white over the color of the gown. It is of flit and Irish lace combined. It is not necessary that real lace be used to carry out the model satisfactorily, for there never was a time when so many effective imitation laces could be bought at such low prices.—Harper's Bazar.

Restoring Faded Flowers.

One may freshen faded artificial flowers by retinting them with water colors. After they are tinted, curl the petals again with the blunt side of a case knife.

Notice how the petals curl back before tinting them and then curl in a similar manner and do not apply the paints too wet or it will be impossible to obtain good results.

This is the best home method of restoring flowers that have become faded.

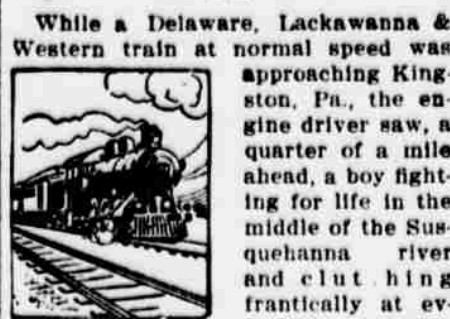
The New Gloves.

The smart French fancy which should reach here soon is the wearing of gray suede gloves in the morning or with all informal costumes. These have one button at the wrist and are then turned widely over the hand into a cuff which is lined with Empire green or Egyptian braid. It is quite a fashion of the moment to have this cuff of the glove carry out the color scheme of the costume.

SHOWED HIS METAL

BRAVERY OF BRAKEMAN IS WORTHY OF RECORD.

Deed That Might Well Be Described as Heroic Resulted in Saving Life of Boy Struggling in the Susquehanna.



While a Delaware, Lackawanna & Western train at normal speed was approaching Kingston, Pa., the engine driver saw, a quarter of a mile ahead, a boy fighting for life in the middle of the Susquehanna river and clutching frantically at every piece of timber that came

near him in an effort to save his life. Frederick Stoker, a brakeman on the train, saw the boy about the same time and shouted to the engine driver that he would try to save the lad if the train could overtake him. Stoker got down on the steps and grasped the handrail and the race began.

Ordinarily there is a current in the Susquehanna river so swift that it has cost the lives of many. But since the torrential rains of the last few days the river has overflowed its banks at many places and in midstream the waters have raced madly in their course. Tuesday the boy was playing along the railroad on the river bank when he fell in and was drawn into the midstream current. He was battling bravely for life when he was seen by the trainmen.

Throwing on all his power, the engine driver took the challenge of the brakeman to overtake the boy. By this time the passengers on the train were aware of what was going on, and every window on the river side framed the head of a man or woman, while others crowded on to the platforms that they might get a better view of the exciting contest.

Slowly the train overtook the boy, swirling down the river, and then yard by yard it forged ahead of him until it had a lead of perhaps 100 yards. Stoker stood with one foot on the step of a car, with his body swinging outward, and when the train had what he thought was sufficient lead he threw himself clear of the train and alighted beside the rails.

In another instant the man had leaped into the river and with bold strokes swam out to where the boy was putting up his brave but unequal fight. The train kept moving, always abreast of where Stoker and the boy were in the water, and as Stoker grabbed the lad by the hair and began the fight to get him ashore the passengers sent up cheers that could be heard above the rumble of the rails.

It was a terrific struggle for Stoker, who turned on his back and kicked vigorously as he fought his way across the rushing tide. He finally landed on the shore with the boy, and the passengers cheered hysterically for the daring brakeman. The train was stopped for a moment to learn the lad's condition. When it was found that although suffering some from submersion he would be able to make his way home, Stoker, without stopping to ask the lad's name, leaped aboard the train and gave the signal to proceed. The brakeman did not appear to be at all disturbed by his remarkable experience.—Toledo Blade.

TELLS SPEED OF THE TRAIN

Penny in the Slot Indicator to Satisfy the Curiosity of Passengers.

A penny in the slot speed indicator, to be fixed in railroad carriages for the benefit of passengers who wish to know how fast—or slow—the train is traveling, has now been patented.

The inventor, the New York American says, is H. Waymouth France, a London consulting automobile engineer, who has given some details of the new "trainometer."

"My idea," said Mr. France, "is to provide a prompt answer to the question every one traveling by train has heard so often: 'I wonder what speed we are doing now?'"

"So far as I know, no railroad company has yet tried to gratify this whim, and my simple appliance, which is similar to the speedometers fixed to motor cars, is intended to show the railway passenger the figures he wants at once.

"My idea is to have a metal case with a knob fitted in each compartment. When a penny is inserted in the slot it releases a catch and enables the knob to be pushed in. This makes an immediate connection between the speed indicator and the carriage axle, and the exact speed is shown on the dial.

"The apparatus is easily fitted. It is merely necessary to attach the indicator case to the wall of the carriage, carry the tubes containing the operating wire through the floor, and to fix the clutch mechanism to the carriage axle.

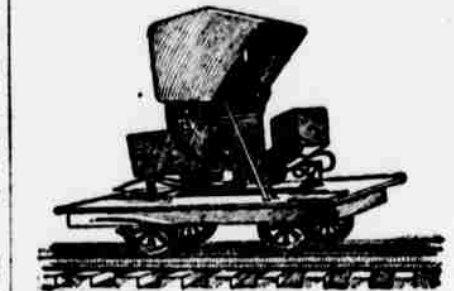
"So long as the knob is kept in by the pressure of the passenger's finger the indicator remains connected with the carriage wheels, but immediately the pressure is released the two portions of the clutch separate, and the knob returns to its normal position, where it is locked by a catch inside the case.

"When this has happened it cannot be moved again without another penny being placed in the slot, and it is probable that the passenger anxious for information and relief from the tedium of his journey would wish to know the exact speed at various points.

"Sixty, seventy or more miles an hour could be shown on the dial, and the traveler on the fastest express would be able to ascertain the speed as exactly as the belated passenger in the slowest of suburban trains.

SPLENDID INSPECTION CARS

(Courtesy Locomotive Engineering.)



Railway Inspection Car.

This unique, but effective railroad inspection car is mechanism from the propeller mechanism from an ordinary hand car and the wheels from an automobile and combining the remaining parts of the two. The automobile engine is geared to the rear truck of the hand car by means of a chain drive.—Popular Mechanics.

Veteran Leaves Service.

After fifty years' service on the footplate, Mr. David Hutchison, an employee of the North British Railroad company, has retired from service. A fine record is his, for during the forty years he has acted as an engine driver he has never had a single accident. Nevertheless, his career has been eventful. He recalls a day when a passenger train ran into the "goods" of which he was fireman, with the result that one life was lost. On a later occasion he witnessed a smash between a passenger and a coal train, when a fireman and three passengers were killed. Mr. Hutchison drove the second train that crossed the first Tay bridge, and he was among the last to negotiate it. On the morning of that fateful Sunday—28th December, 1879—on which the bridge fell, he crossed, and he vividly recalls having to keep a "good tight hold of the engine" because of the violence of the western wind. He retains in his possession a walking stick which was made of wood from the wrecked bridge.

Oldest Little Railroad.

The Quakertown & Eastern railroad has been resurrected and will again be used for the passenger and freight service, says a dispatch from Doylestown.

The men at the head of the new movement contemplate using a storage battery car for making hourly trips, carrying passengers between Quakertown and Riegelsville, and have a small steam engine to carry freight.

The passenger car will connect with the Reading railway at Quakertown and with the trolley road to Riegelsville.

Long Railway Trains.

Engineers of the days of the old wood-burning locomotives would be surprised if they could stand at the Jackson street crossing of the New York Central these days and see the strings of cars being drawn by single engines. Yesterday a train consisting of one locomotive and 101 empty gondolas went west. Earlier in the week one passed west with 134 empty gondolas. The latter train was 5,360 feet, or over a mile long.—Batavia News.

Work Steadily Progressing.

The railway tunnel up the Jungfrau in Switzerland is proceeding at the rate of 10 to 12 feet a day through the solid rock of the Monch. It is expected that the projected station Jungfrausch, at an elevation of 3,450 meters, will be reached by November.

Towns Laid Out by Railroad.

Last year the Canadian Pacific railroad laid out and started forty new towns on its recently-built branch lines, and this year it will lay out and start fifty more towns along the same lines.