

ACROSS THE SANDS

Remarkable Transportation System in Africa.

Likely to Have Big Effect on the Problem of Defending the Land, Which is Now Occupying Attention of Statesmen.

Railroad telephone and telegraph make it a much more simple matter to marshal the elements of defense in the Land of the Pyramids than it was when Napoleon I brought his soldiers there. The irrigation and railroad departments have been treated as the most important public services under the British administration of the country, and the railroad development has taken on an especial importance since the outbreak of the war. The railways of Egypt, now contributing manifold their investment toward the security of the British frontiers in the middle East, are described in the following bulletin, issued by the National Geographic society:

"Stretching from the Mediterranean sea, across a great continent of burning sand, beyond the Nubian desert, into the heavy jungle of Central Africa, there lies one of the greatest steam routes in the East, by rail, by boat, and then by rail again. The building of this way first made it possible for England to bring the Sudan into a state of comparative order and safety, and consolidated one of the wildest reaches of land remaining at the beginning of the twentieth century. Around this steam route the prosperity of modern Egypt has been built up, while along it the methods and standards of civilization have encroached more and more upon the wild, hazy, and want-burdened freedom of the desert.

"Egypt's railways, with few and unimportant exceptions, are state undertakings. The Egyptian Delta Light railway is the largest of the private lines, with 625 miles of track. It, like the other privately owned lines, operates in the rich agricultural delta of the Lower Nile. The main lines of the state system run from Alexandria, Port Said, and Damietta to Cairo, thus linking up all the more important cities of the rich delta and both ends of the Suez canal with the Egyptian capital. These lines have branches throughout the region of the lower Nile, where is located the most productive of the world's cotton fields. From Cairo one line follows the western bank of the Nile southward to Nag Hammadi, where it crosses to the east bank and runs to Luxor and Assuan in Upper Egypt, serving the irrigable and fertile core of the great sand waste.

"In the beginning of the English administration the Egyptian State railway was in a bad way. Its roadbed was out of repair; its equipment seriously deteriorated, and its locomotives and rolling stock were mostly out of date. Its income was not sufficient to keep it in the ways of progress. British army engineers were put in charge, and just before the present war the railroad had become one of the government's principal sources of revenue.

"There were, at the war's outbreak, 1,700 miles of track open to traffic in the State railway system. Port Said

was connected with Cairo, a distance of 145 miles, on an express schedule of four and one-half hours. From Alexandria to Cairo, a distance of 130 miles, the winter tourist was rushed through to Cairo in just three hours. The Egyptian system was linked up with the Sudan government railway, to Khartoum and beyond, by a steam-service between Assuan and Wadi Halfa.

"Thus the long British frontier, from the blue Mediterranean to the darkest wilds of interior Africa, was bound together with steel bands before the world's peace ended, and now these lines of rail form one of the highly important factors in the European struggle for the East."

Not Up on Poultry.
On board of one of his majesty's ships two seamen were hotly engaged in an argument as to the class of animal a hog belonged, one of them asserting it was a sheep and the other equally certain it was a pig.

Not being able to agree, one of them turned to an old sailor, who was standing close by, saying:

"Here, Bill, you've knocked about a bit. What is a hog? Is it a pig or a sheep?"

Whereupon Bill, after due consideration, replied:

"Well, to tell the truth, chummy, I don't know much about poultry."—London Tit-Bits.

Fault of the Clerk.
The court clerk was examining an applicant for citizenship papers. Unfortunately the clerk didn't ask his questions in the order in which the man from across the seas had been taught the answers.

"Do you speak English?" asked the clerk.

"Sure Mike," was the answer.

"How long have you been in this country?"

"Michigan."

"How tall are you?"

"Forty years."

The clerk sighed. "I think you'd better get an interpreter," he said.

Retort Courteous.
He was an estimable young man, whose life happily had not intimately acquainted him with the etiquette of the barroom, but he had evidently picked up some knowledge of this from hearsay and reading.

"Here," said his fellow worker, in reaction against the toll of the holiday "rush," "is to hell with Christmas!"

The young man bowed gravely, and clicked his glass. Perhaps the din of the place a bit confused him. "Same to you," he said in a polite voice.

Problem Solved.
Great Publisher—We find this novel of yours is twice as long as it should be.

Great Author—But I can't waste all that material.

Great Publisher—Certainly not. Our idea is to cut it in half and make two novels of it.—Judge.

No Escape.
"Is insomnia catching?"

"When the baby has it."—Boston Transcript.

A woman's taste in selecting neckties for her husband is as good as a man's taste in selecting millinery for his wife.

HAD BANNER SEASON

Automobile Manufacturers Report Big Business for the Year 1915.

HARD TO SUPPLY DEMAND

Factories Were Pushed to Their Utmost Capacity to Fill Orders, and Prospects for the Coming Season Are Fully as Good.

The manner in which the American public has consumed the largest output of motor cars ever turned out by the American automobile manufacturers has been the marvel of the 1915 industrial year. Practically every large factory increased its production from 10 to even as high as 100 per cent and even then manufacturers have been unable to keep up with orders and during the winter are maintaining midseason production.

"The 1915 automobile selling season has been the greatest our industry has ever experienced," said the sales and advertising manager of a large corporation.

"The demand for cars has been unprecedented and it keeps us worrying all the time to handle the trade. We increase our output and then the dealers and distributors flood us with orders and we find ourselves in the same position again—our production always behind our orders.

"For instance, during the last quarter of 1915 we produced and sold 26 per cent more cars than for the same quarter of 1914, which formerly held the record for sales in October, November and December. The last quarter of the year is usually about the slowest of the entire season, yet, in this quarter of 1915 we beat any quarter in the history of our business up to 1912.

"And with all our increased production we have not yet been able to catch up with the demand. Our orders now on the books for immediate delivery are 100 per cent greater than at this time a year ago. This despite the fact that we have been keeping up a midseason production in what were formerly lean months. The prospects for the spring season were never so good."

GUIDE FOR TOURING CLUBS
System Recently Put Into Operation by St. Louis Association Has Proved Immense Success.

A sticker on which is a diagram representing every possible crossing, fork or turn in the road is being used by a cycling club in St. Louis, and is proving of the greatest value in connection with club tours over unfamiliar roads. These stickers are posted in a conspicuous place at the intersections by someone in the leading division familiar with the route, who marks the figure with the route taken, the names of those comprising the division, and the time when the division passed. In this way, those following lose no time in inquiring the road, and are able to determine whether or not it is possible to overtake the division preceding them.—Popular Mechanics Magazine.

Automobiling Aid to Cleanliness.
That motor cars have greatly increased bathing is the opinion of the assistant plumbing inspector of Louisville, Ky.

He says people want to die clean. When they step into a car they are not certain whether they are going to return home or wind up in a hospital or the morgue. Because they are doubtful of their ultimate destination they want to be prepared for anything that may happen.—Exchange.

Selling Autos to Grain Farmers.
The ten states in the "grain belt" had 130,000 automobiles four years ago. Now the number is four times 130,000. Iowa and Nebraska are foremost in these gains. This enormous addition of cars has given a vast impetus to the good roads movement in the states of the "grain belt."

Tells of Overheating.
A novel device which announces to the chauffeur any overheating of his engine is made so that a streamer is released from the radiator cap to blow against the windshield. The ribbon is made of a bright-colored material, and shows at night as well as in the daytime.—Popular Science Monthly.

Kerosene Bad for Tires.
A mistake frequently made is the washing of the tires with a mixture of kerosene and water used for washing the body of a car. This is anything but right, as oil deteriorates the rubber.

A Great Merger.
Church—I see rival telephone companies have been merged at Galveston, Tex.

Gotham—Well, I should say that those floods they have down there would merge anything.

Compensation.
Flatbush—Don't you object to your wife having that pet dog about the house?

Sensonhurst—Oh, certainly not! She's got the sweetest little nurse for it, you know.

One Reason.
"I tell you, it's an outrage," exclaimed the married suffragette. "The man who keeps a saloon across the street can vote and I can't."

"That's so," answered her husband. "But he shuts up at eleven o'clock and you never do."

Where He Had Fought.
Church—I understand Flatbush got in a big row down at his office today.

Gotham—Has he ever been in a fight before?

Church—Not away from home.

GIVE CREDIT TO AUTO

RESPONSIBLE FOR BETTER-HIGHWAY AGITATION.

Growing Number of Motor Trucks in Operation Has Made Improvement Inevitable.

In an address before the Reading (Pa.) chamber of commerce, Arthur H. Blanchard, professor of highway engineering at Columbia university, N. Y., claimed it is the motor car which has been responsible for the steady improvements in nearly all roads and for the continual agitation for improved highways. In speaking of the highways to be found in foreign countries, the French and English roads were greatly praised by the speaker. France owes its splendid roads to the efficiency of its engineers, he said. In England, he stated, the roads are good, partly because of the physical condition of the country, which make road building and maintaining midseason production.

He referred to the growing number of motor trucks on the public roads, as follows: "Years ago an average width of a road was considered good if it was seven or eight feet, but now the motor truck—the large rumbling three and four-ton motor truck—is here, and here to stay. No eight-foot road is adequate now. The highways cannot be made too wide. To ignore the motor vehicle in the building of roads is utter negligence. Some large trucks have a width of 100 inches. In building a state road the minimum width should be 20 feet.

"The day is not far distant when the motor truck (in some states—Editor) will convey freight almost exclusively if the haul is not more than 75 or 100 miles. For this enormous motor traffic of the future, allowances must be made in the construction of our highways. A railroad must be relaid with new rails, to replace the worn-out ones, and, in the same manner, the roads must be kept in repair. In 1914 there were 100 motor-bus routes in New York state outside of New York city. This number is increasing daily." Professor Blanchard stated, in conclusion, that Columbia university was the first American educational institution which created a chair and a department of highway engineering.—Orange Judd Farmer.

DANGER ALL DRIVERS FEAR
Bad Skid Gets on the Nerves of Even the Coolest and Most Skillful Men.

Ask the average motorist what he fears most in the daily handling of his machine and the answer will be "skidding," for, if there be one thing more than all others that the motorist fears, it is that sickly sinking of one's interior that comes with the sudden and entire loss of control inevitably accompanying a bad skid.

But, with a skid once started, only providence and the skillful hand at the wheel are of any avail. Like the pedestrian, who, apparently, drops from nowhere in particular plumb in front of your car, the side slip is almost entirely unexpected, but, unlike the former, it is not always unavoidable. The case is distinctly one for preventives, and not for remedies. There is no remedy for a bad skid but to patch up the damage and gather together your shaken nerves as best you may.

SWITCHES LIGHT AS DESIRED
Invention Practically Enables the Driver to See His Way When Turning a Corner.

In city and town, driving of cars after night and inability to see around corners causes many accidents. An Ohio inventor has recently patented the device shown here to overcome this trouble by steering the light in any direction needed. Lamp brackets

are in combination with the vehicle steering gear. This enables the driver of the car to turn the light as he turns the machine at the corner.—Farming Business.

Under the Mistletoe.
The custom of kissing under the mistletoe goes back to the days when Thor and Odin and all the other gods of the northland walked and talked with men. Balder, the son of Odin and Frigga, the Apollo of Scandinavian mythology, the faxen-haired god of sunshine and its attendant blessings, was loved by all earthly and heavenly beings save one—Loki, the god of earthly fire and its attendant evils.

Don Juan in Action.
Ismael, on the Danube, is best known to us through "Don Juan," wherein Byron depicts the terrible storming of the place by Suwaroff in 1799. It cost the Russians 10,000 men and the Turks 30,000, and even the Russian commander retired to his tent and wept when the victory was won. Byron's cantos are a very close verification of a French work by the Marquis Gabriel de Castelneau, and many of the incidents concerning Don Juan himself are taken from actual happen-

Gay Frocks for Frivolous Hours



Parcy gowns are not given over to artlessness and simplicity these days. Keen-minded creators of styles turn loose a playful fancy when they view the frivolous hours of their wearers, embody any amount of elaboration in their construction and trimming.

But the bodice is no longer a thing of shreds and patches, amounting to nothing much above the waist. It comes in for as much attention as the skirt. For several reasons the result brings home the fact that beauty is quite as beautiful when clothed as when merely adorned.

Nets and laces, crepes and chiffons, posed over more nets and laces, or over foundations of chiffon taffeta or satin, provide the mediums for working out the designers' inspirations in these beautiful frocks. For more substantial-looking frocks, light satins and chiffon taffeta fill the customer's requirements with such good effect as is shown in the picture above.

This model has a double skirt. The underskirt is moderately wide and the overskirt amply so. Both are finished at the bottom with silk-covered cord. The overskirt achieves a pannier by means of a clever arrangement of shirtings at the hips.

The bodice consists of a slipover of silver-embroidered taffeta and an underbodice with elbow sleeves of chiffon. Narrow tucks in the chiffon, and lace banding at the square neck, are the decorative details which finish it. Dance slippers of silver cloth with silk hose, like the gown in color, complete an adorably pretty toilette.

New Waste Baskets.
The bluebird, emblem of happiness, has come to stay! And where do you think its latest place for poising is? No other than as if flitting haphazard around a white-enameled wastepaper basket! With wings outstretched it would seem that they were happy birds flying from a cage.

Women in India have municipal refuse.

Disposing of Children's Spring Sewing



It falls to the lot of the average mother to make a considerable part of the clothing worn by her small children, and usually she takes pleasure in the task. In January merchants all over the country present the new wash fabrics for spring, and they are an inspiration to the needlewoman. In the depth of winter the spring sewing for the children may be disposed of; for it is the business of newspapers and journals to picture the advance models shown by those who create the styles. With these and the new fabrics before her there is no difficulty in the way of the home dress-maker.

A little everyday dress of blue and white gingham in a fine cross-bar pattern is pictured at the right of the group above, trimmed with a very narrow and substantial embroidery edging in blue and white. At the left the little afternoon dress is made of a thin cotton fabric with embroidered dots scattered over the surface. Tucks and narrow val lace edging are used in trimming.

The gingham dress is made of a single piece of material folded crosswise at the center, where the neck is cut out. The sleeves are cut in one with the dress and are short, reaching about half way to the elbow. A wide belt of the gingham is machine stitched at the edges to a border of the embroidery, and run through straps of the gingham sewed to the body of the dress. There is one practical pocket at the left side edged with the embroidery, and the sleeves and neck are edged in the same way.

The pretty dress at the left is made of dotted muslin or swiss, and consists of a short full baby waist and a skirt which reaches to the knees. There are short, puffed sleeves and a square neck. All seams are set together with entre doux, and the neck and sleeves are finished with fine val edging. At the end of the sleeves this edging is set on to a frill of the material. An insertion to match it is let in, in short strips, at the front of the waist. A group of four half-inch tucks heads the hem, which is about three inches wide, and the waist and skirt are set into a narrow belt of the material.

These are the useful dresses for play and for a little dressing up at late afternoon, when the small lady must be made presentable for dinner.

Julia Bottomley

A MEDICINE THAT OVERCOMES MOST OBSTINATE KIDNEY TROUBLES

About 1904 I was bothered about two years with a severe attack of kidney trouble. My condition was such that I was hardly able to drag around the house and do my work. I did not have any appetite and could not rest at night and I felt more tired in the morning than I did on going to bed. My doctor treated me for about one month; he said that I had kidney trouble, but he did not give me any relief. By chance one day my husband was in town and noticed Dr. Kilmor's Swamp-Root on a druggist's shelf and decided to bring some home for me to try; the first bottle gave such relief that I continued the use of Swamp-Root until I was restored to good health, and I have had good health for the last ten years. I cheerfully recommend Swamp-Root to others who have kidney troubles.

Yours truly,
MINNIE DOROUGH,
Antlers, Okla.

Personally appeared before me this first day of March, 1915, Minnie Dorough, who subscribed the above statement and made oath that the same is true in substance and in fact to the best of her knowledge and belief.

ED. BROWN, Notary Public,
In and for Pushmataha County and State of Okla.

Prove What Swamp-Root Will Do For You
Send ten cents to Dr. Kilmor & Co., Binghamton, N. Y., for a sample size bottle. It will convince anyone. You will also receive a booklet of valuable information, telling about the kidneys and bladder. When writing, be sure and mention this paper. Regular fifty-cent and one-dollar size bottles for sale at all drug stores.—Adv.

It's one of fate's decrees that lovers fall in love before they can fall out.

Many a man asks questions merely for an excuse to answer them himself.

Important to Mothers
Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it bears the signature of J. C. Fletcher. In Use for Over 30 Years. Children Cry for Fletcher's Castoria.

Her Mistake.
"The man I marry must have common sense," she said blushing.

"He won't," replied he bitterly.

ITCHING, BURNING SCALPS
Crusted With Dandruff Yield Readily to Cuticura, Trial Free.

Cuticura Soap to cleanse the scalp of dandruff crustings and scalings, and Cuticura Ointment to soothe and heal itching and irritations. Nothing better, surer or more economical than these super-creamy emollients for hair and scalp troubles of young or old.

Free sample each by mail with Book. Address Postcard, Cuticura, Dept. L, Boston. Sold everywhere.—Adv.

The Advantage.
"Hearing those high-priced opera singers on the phonograph is almost as good as hearing them on the stage."

"Better. You can shut them off whenever you like on the phonograph."

For Future Reference.
Miss Ribbons (the typist)—What are you marking that baseball schedule with a blue pencil for, Adalbert?

Adalbert (the office boy)—Oh! I'm jes' fixin' de dates when me granmudder's an' grandfadder's funerals is goin' ter take place.

A Ringier.
Ernest P. Bicknell, national director of the American Red Cross, said on his return from Belgium to a Washington reporter:

"If peace is to come each side must do its share. Advances must be made like the girl, you know."

"A young millionaire said to a beautiful girl on a moonlit beach between two dances:

"Don't you like that Shakespearean quotation?"

"The friends thou hast and their adoption tried, Grapple them to thy soul with hoops of steel."

"The girl sighed.

"Beautiful," she said. "Beautiful. But wouldn't hoops of gold be better?"

COFFEE WAS IT.
People Slowly Learn the Facts.

"All my life I have been a slave to coffee. I kept gradually losing my health, but I used to say 'nonsense, it don't hurt me.'

"Slowly I was forced to admit the truth and the final result was that my nervous force was shattered.

"My heart became weak and uncertain in its action and that frightened me. Then my physician told me that I must stop drinking coffee or I could never expect to be well again.

"I thought of Postum but could hardly bring myself to give up the coffee.

"Finally I concluded that I owed it to myself to give Postum a trial. I got a package and carefully followed the directions, and what a delicious, nourishing, rich drink it was! Do you know, I found it very easy to shift from coffee to Postum.

"Almost immediately after I made the change I found myself better, and as the days went by I kept on improving. My nerves grew steady, I slept well and felt strong and well-balanced. Now the old nervousness is gone and I am well once more."

It pays to give up the drink that acts on some like a poison, for health is the greatest fortune one can have. Name given by Postum Co., Battle Creek, Mich.

Postum comes in two forms: Postum Cereal—the original form—must be well boiled. 15c and 25c packages.

Instant Postum—a soluble powder—dissolves quickly in a cup of hot water, and, with cream and sugar, makes a delicious beverage instantly. 30c and 50c tins.

Both kinds are equally delicious and cost about the same per cup.

"There's a Reason" for Postum.—sold by Grocers.



Efficiency In Childhood

comes with proper training—a most vital factor in which is right food.

If a child is to gain physically and expand mentally certain vital mineral elements—grown in the field grains—are imperative.

These elements, such as phosphate of potash, etc., are lacking in many foods, but abundantly supplied in the famous pure food—

Grape-Nuts

Made of whole wheat and malted barley, Grape-Nuts with cream or good milk supplies well-balanced nourishment—not only builds up the growing child, but repairs daily the wear and tear of body and brain.

Grape-Nuts has a delicious nut-like flavour—is specially processed for easy digestion—and is always ready to eat direct from the package. Economical—convenient—and makes for efficiency.

"There's a Reason" for Grape-Nuts

Sold by Grocers everywhere.