

JAPANESE CELEBRATE THE TSING TAO VICTORY



There was great rejoicing throughout Japan when the news of the fall of Tsing Tao was received. The photograph shows a lantern procession in Tokyo, and incidentally gives a good idea of the strange mixture of costumes to be seen in any Japanese city.

WAR AS A BUSINESS

Impressions of Visitor to German Great Headquarters.

Campaign Conducted With the Efficiency of a Great American Corporation—New Steel Hospital Trains Perfectly Appointed.

London.—A newspaper correspondent writing from Luxembourg says:

I have just returned from the German great headquarters in France, the visit terminating abruptly on the fourth day, when one of the Kaiser's secret field police woke me up at seven o'clock in the morning and regretfully said that his instructions were to see that I 'did not oversleep' the first train out. The return journey along one of the German main lines of communication—through Eastern France, across a corner of Belgium, and through Luxembourg—was full of interest, and confirmed the impression gathered at the center of things, the great headquarters, that this twentieth century warfare is in the last analysis a gigantic business proposition which the board of directors (the great general staff) and the 36 department heads are conducting with the efficiency of a great American business corporation.

The west-bound track is a continuous procession of freight trains—fresh consignments of raw material, men and ammunition, being rushed to the firing line to be ground out into victories.

Our fast train stops at the mouth of a tunnel, then crawls ahead, charity, for the French, before retreating, dynamited the tunnel. One track has been cleared, but the going is still bad. To keep it from being blocked again by falling debris, the Germans have dug clean through the top of the hill, opening up a deep well of light into the tunnel. Looking up, you see a pioneer company in once cream-colored, now dirty-colored, fatigue uniforms still digging away and treading the sides of the big hole to prevent slides. Half an hour later we go slow again in crossing a new wooden bridge

MRS. WHITMAN AND DAUGHTER



This is a specially posed photograph of the wife and daughter of Gov. elect Charles S. Whitman of New York. Mrs. Whitman was formerly Miss Olive Hiltzcock. She was married to Mr. Whitman in 1908. Little Olive is their only child.

over the Meuse—only one track as yet. It took the German pioneers nearly a week to build the substitute for the old steel railway bridge, dynamited by the French, whose four spans lie buckled up in the river.

Further on a variety of interest is furnished by a squad of French prisoners being marched along the road. Then a spot of anthill-like activity where a German railway company is at work building a new branch line, hundreds of them having pickaxes and making the dirt fly. It looks like home—all except the inevitable officer (distinguished by revolver and fieldglass) shouting commands.

The intense activity of the Germans in rebuilding the torn-up railroads and pushing ahead new strategic lines is one of the most interesting features of a tour now in France. I was told that they had pushed the railroad work so far that they were able to ship men and ammunition almost up to the fortified trenches. The Germanization of the railroads here has been completed by the importation of station superintendents, station hands, track-walkers, etc., from the Fatherland.

Now we creep past a long hospital train, full this time, which has turned out on a siding to give us the right of way—perhaps thirty all-steel cars, each fitted with two tiers of berths, eight to a side, 16 to a car. Every berth is taken. One car is fitted up as an operating room, but fortunately no one is on the operating table as we crawl past. Another car is the private office of the surgeon in charge of the train. He is sitting at a big desk receiving reports from the orderlies. During the day we pass six of these splendidly-appointed new all-steel hospital trains, all full of wounded. Some

of them are able to sit up in their bunks and take a mild interest in us. Once, by a queer coincidence, we simultaneously pass the wounded going one way and cheering fresh troops going the other.

COOKS REAL HEROES

Many Decorated With Iron Cross by the Kaiser.

Carry Food to the Trenches While Enemy Rains Bullets on Them, but They Never Fail in Their Duties.

By HERBERT COREY.

London.—There isn't anything heroic about a cook. One simply cannot imagine a cook in a soiled apron and a matted white cap doing a deed of valor. But the German army is full of cooks upon whose breasts dangles the iron cross. And the iron cross is conferred for one thing only—for 100 per cent courage.

"They've earned it," said the man who had seen them. "They are the bravest men in the Kaiser's 4,000,000. I've seen generals salute greasy, paunchy, sour-looking army cooks."

The cook's job is to feed the men of his company. Each German company is followed or preceded by a field kitchen on wheels. Sometimes the fires are kept going while the device trundles along. The cook stands on the footboard and thumps his bread. He is always the first man up in the morning, and the last to sleep at night. He is held to the strictest accountability. The Teuton believes in plenty of food. A well-fed soldier will fight. A hungry one may not.

"When the company gets into camp at night," said the man who knows, "the cook is there before it, swearing at his fires and the second cook and turning out quantities of veal stew, which is very good to eat."

When the company goes into the trenches the cook stays behind. There is no place for a field kitchen in a four-foot trench. But those men in the trench must be fed. The Teuton insists that all soldiers must be fed—but especially the men in the trench. The others may go hungry, but these must have tight belts. Upon their staying power many depend the safety of an army.

STYLE SHOW FOR RED CROSS



Mrs. Christian D. Hemmick, society woman and artist of Washington and Paris, was one of the patronesses of the style show recently held in Washington for the benefit of the Red Cross. She is here shown standing beside one of the exhibits at the show.

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NEWS and GOSSIP of WASHINGTON



Uncle Sam Is Planning the Biggest Rose Garden

WASHINGTON.—Uncle Sam is planning the biggest and prettiest rose garden in the world at his flower gardens near Arlington. "The American Rose society last spring completed arrangements to co-operate with the department of agriculture in establishing a rose garden," it is stated at the office of information of the department of agriculture. "It is to contain as complete a collection of roses as will grow out of doors in this section of America. The society is furnishing the roses, the department two acres of ground. The garden will be under the direction of federal horticultural specialists. The farm is in Virginia, just across the Potomac from the capital, and convenient to the Washington-Virginia trolley line. The garden already contains about three hundred and twenty varieties, but there are many hundreds not yet included, and eventually the site can accommodate as many as 2,000 varieties if they can be secured.

The garden makes an interesting show place for visitors to Washington. The roses are arranged, as far as possible, according to parentage. Teas and hybrid-teas, for instance, have a bed to themselves, as have hybrid-perpetuals. As far as practicable the roses are arranged also according to color. A fence six feet high, in which climbing roses will grow, is to surround the garden. The walks are of turf, and the plan has been to use a different kind of grass in each walk. There will be rose canopies on the corners and at the entrances. A summer house will stand at the most commanding point where a view of the whole collection may be obtained.

"Any grower of roses who thinks he has roses not already in the collection has been invited by the society to contribute a plant."

It goes without saying that when constructing a country road it ought to be put in condition that will readily take away the water that falls. Without this no road can be kept in a proper state. It should be wide enough to admit of the easy passing of two loads of hay on racks, and it should not be of unnecessary width or height in the center. When laying out this road it is usually plowed to the desired width. What that width may be should vary somewhat. In the judgment of the writer it does not need to have a width of more than 40 feet. In most instances the roadbed is made all too wide. Oftentimes it is made 60 to 70 feet. Where is the necessity for a road being so wide? When this wide, it is much more liable to rut, since the water is much more liable to lodge in any depressions that may occur as the result of traffic.

The road is rounded up nowadays by the use of the road grader. The saving of labor in this method of road-building as compared with the scraper is very great. The roadbed should be so shaped that the highest point should be along the line of the center, and the slope should be gradual. All the sides of the ditches may be approached, when it may then be much more abrupt. The ditches should be deep enough to carry away the water readily. It is not necessary that they shall be any deeper.

When laying out a country road, attention should be given to the straightness of the lines made by the plowman. If he makes furrows absolutely straight on outer sides of the roadbed it will remain straight for all time. The roadbed will in itself have an attractiveness that is pleasing if for no other reason than that it is absolutely straight. The necessity for very deep ditches on the sides is not apparent, and there is no necessity for having the crown of the road unduly high.

When the soil roadbed is thus made, the next important matter is to so manage it that it will give the greatest amount of efficiency with the least amount of labor. This can be best accomplished by the use of the split log. This should be run over the road if possible after every heavy and prolonged rain, and at a stage in the drying of the soil when it will crumble because of the presence of the drag passing over it.

Ordinance of Secession Is Restored to Louisiana

IN EXECUTION of the provisions of an act of the recent session of congress Adjutant General McCain has restored to the state of Louisiana the ordinance of secession passed by the legislature of that state January 26, 1861, which was seized by the Union forces when New Orleans was captured.

No one remembers exactly how the old zinc tube containing the record of the convention which voted to leave the Union ever reached the war department. The case bears the simple legend printed on its cover: STATE OF LOUISIANA. Ordinance of Secession. January 26, 1861.

It is the only one of eleven secession ordinances that the government possessed. Different stories exist as to the means by which the relic reached the capital. It is believed that General Butler when he captured New Orleans seized all the official papers he could find and sent them to Washington. It is probable the old brown tube containing its message came north with other trophies of the war.

As far as the record shows, the ordinance first came to light after the war in a drawer of Lieutenant Colonel Corbin's desk, in the adjutant general's office. It was delivered to Major General Davis, now retired, in 1895, and from him it went to the secretary of war, who ordered it restored to the archives of the adjutant general's office.

The parchment is yellow with age but in excellent condition and perfectly legible, though some of the signatures are a bit faded. The text is divided into two parts—in English on the left and in French on the right. Antiquarians and students of history have frequently sought permission to copy the quaint old document.

Perfect Babies Wanted for Exhibit in Washington

ANNOUNCEMENT of a perfect baby contest is made by officials of the Washington Diet Kitchen association. With this announcement the association made an appeal for more funds for the conduct of its six infant welfare stations. Hitherto the stations have been supported entirely by a list of patrons, and because of other demands upon many of these contributors, the stations find themselves facing the winter with treasury exhausted.

Six of these stations now are open, and though five of them have been in operation less than six months, more than five hundred babies now are being cared for by them. During August this number reached a maximum of 590.

Though the stations were formed primarily to supply milk, they gradually assumed a much wider scope until the name "milk station" was superseded by that of "infant welfare station." Even this term does not express the varied nature of the services performed. For not only infant diet, but cooking conferences for grown-ups, classes for "little mothers," lessons in household economics, and many phases of household management, hygiene and sanitation are imparted to mothers.

At present the interest of the mothers and workers alike is centered on the second annual baby contest in January. Only babies registered two months in advance will be considered. This year a general prize, a medal will be given to the best baby of all those entered. Another prize, of \$25 in gold, will be awarded to the most nearly perfect baby among those from the milk stations.

Congressional Club Occupies Its Fine New Home

THE new home of the Congressional club, at New Hampshire avenue and I street northwest, is completed and has been occupied by the club. The new structure cost about \$50,000, exclusive of the property, which was donated to the club by Mrs. John H. Henderson, one of its founders, as a site for the building.

Three stories and a basement high, the new clubhouse is 100 by 60 feet and is a handsome addition to the structures in that vicinity. It is built of buff-colored press brick, terra cotta and Indiana limestone, with marble panels. Ground was broken for the building early last spring.

On the first floor are located the executive offices of the club, the library, retirement rooms, and cloakrooms. The major portion of the second floor is devoted to a large clubroom, which is about one and a half stories high, taking in the mezzanine floor. The dining room is also located on this floor. On the third floor are the kitchens, servants' quarters and storerooms. One of the features of the clubhouse will be the circular stairway, which is to be very handsome.

The women of the Congressional club are exceedingly proud of their new home, and it will be the scene of many a social function during the season. The club is a nonpolitical organization, the members being the wives or other female relatives of present or past members of congress.

GOOD ROADS

GOOD ROADS IN RURAL AREAS

Important to Construct Earth Roads That They May Be Kept in a Reasonably Good Condition.

(By PROF. THOMAS SHAW.)

In its bearing on rural life the good roads question stands in the very foreground. The question of the higher and more expensive grades of roads will not be discussed further in this paper than to say that the men who are urging their construction in leading centers are rendering their country a most important service. But the building of these cannot become general for a long time to come owing to the expense of building them. In Britain all the roads are good where-soever they may be found, but it took centuries to build them and they were built in a country where labor is or was proverbially cheap.

The bulk of the roads in rural places will consist of soil only for a long time to come, whatsoever may be the



Cross Section of Road, Showing Lumps of Clay Placed on a Sand Subsoil and Covered With Sand.

nature of the soil. The all-important question, therefore, is, to so construct and care for these roads that they may be kept in a reasonably good condition, and at the least outlay that will effect this end.

It goes without saying that when constructing a country road it ought to be put in condition that will readily take away the water that falls. Without this no road can be kept in a proper state. It should be wide enough to admit of the easy passing of two loads of hay on racks, and it should not be of unnecessary width or height in the center. When laying out this road it is usually plowed to the desired width. What that width may be should vary somewhat. In the judgment of the writer it does not need to have a width of more than 40 feet. In most instances the roadbed is made all too wide. Oftentimes it is made 60 to 70 feet. Where is the necessity for a road being so wide? When this wide, it is much more liable to rut, since the water is much more liable to lodge in any depressions that may occur as the result of traffic.

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Split-Log Drag Is Useful. A split-log drag or some similar device is very useful in maintaining the surface after suitable ditches and cross section have once been secured. This drag can also be used to advantage on a gravel road as well as on an earth road. The principle involved in dragging is that clays and most heavy soils will puddle when wet and set very hard when dry.

Three Good Road Rules. Macadam, one of the most famous road builders, laid down three rules for making a good road: (1) Good Drainage, (2) Better Drainage, (3) Still Better Drainage; or in other words, "A good road has a tight roof and a dry cellar."

Of Value to Country. Good roads may not be the whole solution for prosperity and happiness of country life, but they are a part of it, and a very necessary and important part of it.

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