

GUNS IN A CRATER

Diamond Head, Uncle Sam's Lava Fortress in Hawaii.

GIBRALTAR OF THE PACIFIC.

The Mighty Defenses of Oahu Make That Lovely Island a Veritable Fire Lined Wall of Steel, Behind Which Crouches "the Lion of Hawaii."

Diamond Head, that monumental elevation of lava which stands out so prominently on the Honolulu side of the lovely island of Oahu, Hawaii, is the one and only original crater in the world which is being devoted to the use of the army of a great power.

The island of Oahu is the key to the Pacific, and Uncle Sam carries that key on a chain in his capacious pocket. At any time war breaks out Uncle Sam's hand, which has not lost its cunning, will go to that pocket with the result of a western sheriff, and the result will be a roar of guns which will be heard around the world. The roar will be contributed to by the guns of Fort Ruger, which are at the base of Diamond Head on the landward side.

From Diamond Head, called by poets "the Lion of Hawaii," to Pearl Harbor, named by newspaper writers "the Gibraltar of the Pacific," there is a chain of forts which makes Oahu one of the greatest fortresses in the world. When in Honolulu the writer had the pleasure of working with Albert Pierce Taylor, who has been spoken of as "the recognized literary authority on things pertaining to Pearl Harbor and the defenses of Hawaii." He said on one occasion:

"Uncle Sam has declared to the world that he is on guard in the Pacific. At Pearl Harbor is Fort Kamehameha, with its battery of twelve inch guns; at the mouth of Honolulu harbor will be a battery of small guns; at Fort De Russy, Waikiki, a battery of fourteen inch guns, while at Diamond Head a battery of eight mortars has been manned for some few years. Within the extinct crater of Diamond Head Gibraltar-like galleries have been constructed, and in one of them an observatory has been established. The fire control for all the Oahu coast batteries has been located in this gallery. From this station the fire of the guns of all the forts can be directed by the electric telegraph. The guns of Pearl Harbor cross those of Diamond Head and with the batteries between make a veritable wall of steel."

After inspecting the guns at Fort Ruger two of us, with a soldier guide, walked to the entrance of the gallery which has been bored through the lava and sandstone which compose the steep sides of the crater of Diamond Head. A sentry barred the way. The permit was produced and proved the open sesame.

The heavy iron door at the entrance to the volcanic passage was swung back, and, with a soldier in front and another in the rear, the visitors started down the gallery. A single narrow gauge track ran the entire length of the passage. On this steel small trucks had been pushed by the soldiers, who loaded and unloaded the debris which army comrades had dug from the walls of the crater. The ties were broken in places, and the guide issued a warning to step carefully.

On first stepping into the gallery the darkness, after the tropical sunlight, was of the kind that Milton described as visible. Only a few steps had been taken before the light at the far end of the gallery was easily seen.

Instead of the barren lava bowl, "hard as flint and as smooth as glass," as the picture man so picturesquely puts it, the inside of the crater was found to be grass covered, with trees and bushes standing here and there, which drew their moisture from the "liquid sunshine," as the Honolulu people charmingly describe the rain.

The guide pointed out the observatory high up on the Ewa side of the crater from which officers direct the shooting by the men who man the big guns at the fort outside the crater. Those men never see the target at which they aim far out at sea. The projectiles from the high powered guns pass over the crater, and by telephone from the observatory the men learn whether they have made a hit or miss. They generally score a hit.

In the event of a war involving the United States on the Pacific the crater of Diamond Head may indeed prove "the Lion of Hawaii," as Frances Best Dillingham, a Honolulu poet, has described it, and "if once stirred his paw could sweep a navy to its death. If once aroused his roar would sound be heard across the sea and echoed from the sky."—Harold Sands in Los Angeles Times.

VISCOUNT HALDANE.

Lord High Chancellor of England, Who Visited the United States.



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Heart to Heart Talks

By CHARLES N. LURIE

"LITTLE THINGS."

She was a woman, a wife and mother, a housewife in one of our large cities, with everything seemingly to make her happy.

And she ran away! She returned in a few days, however, and this is what she said: "If I were to tell you of all the little things that got on my nerves you would laugh at me."

Perhaps. But the laughter would be born of the shallow thought that does not probe below the surface of things. The thinker does not laugh at the little things, for life is a bundle of little things, and the great affairs are far apart.

The little things are those that hurt. Many a man who could bear the amputation of a limb without flinching, knowing that his heroism and endurance were under surveillance, frets and fumes over a cut finger. So it is with the little cares of the household. A woman will show the heroic stuff of which most of her sex are made when great tribulations come. When the angel of death passes over the household it is the mother who is the comforter. When fire devastates the home or serious illness makes nursing and watchfulness a daily and nightly necessity the burden falls on mother or wife or sister.

It has been well said that the pilgrim mothers put up patiently with all that the pilgrim fathers bore in the bleak New England winters and with the pilgrim fathers as well. The pioneer mothers of the west were heroines.

The little cares of the housewife wear down her temper sometimes to the needle edge. When Willie or Susie is hard to manage and the bread will not rise and the sheets take delight in refusing to lie straight, then comes the time of trial and tribulation for the woman.

Then perhaps her tongue sharpens itself on her worries and her forehead acquires new wrinkles. Small wonder that she sometimes gives way under the strain. The great wonder is that she does not yield more often.

Let's be patient with mother. Let's do all we can to smooth away the "little things" that are as a pebble in one's shoe.

Let's help her to bear her "little troubles" that she may remember our kindness and bear our great sorrows for us, as is her wont.

EASILY DECIDED.

This Question Should Be Answered Easily by Oregon City People

Which is wiser—to have confidence in the opinions of your fellow citizens, of people you know, or depend on statements made by utter strangers residing in faraway places? Read the following:

John P. Roehl, Pearl St. & Molalla Road, Oregon City, Oregon, says: "For seven years I had kidney and bladder complaint. There were pains in the small of my back and sharp twinges when I stood or straightened. My back ached awfully at night. When I got up in the morning, I was lame and sore. I could hardly drag myself to work and I was tired all the time. I often got weak and dizzy. The kidney secretions were too frequent in passages and unnatural. They contained a heavy sediment and the passages were painful. When I saw Doan's Kidney Pills advertised, I tried some, although all other remedies had failed to help me. I began to improve at once. The pains soon left my back and my kidneys acted right. I got stronger in every way and could do my work with ease. I can't praise Doan's Kidney Pills too highly."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

URGE BILL TO CREATE ROADS ACROSS AMERICAN CONTINENT

Convention to Ask Congress For Cross Country Military Roads.

Steps to lay before congress the necessity of building cross country military highways and the passage of such bills, as well as to bring before the state legislatures bills for the construction of lateral roads connected with the federal cross country highways, will be the purpose of a six days' convention of the United States Good Roads Association in St. Louis. The association was formed at Birmingham, Ala., and is a consolidation of forty road building organizations that will have headquarters in St. Louis.

The association wants the east and west roads to be federal highways constructed by United States engineers and maintained by the government. An important feature of the convention will be an exposition of road building materials and machinery, under the auspices of the conventions bureau in Suburban Garden, where the convention also will be held. It is believed the entire eighty-six good roads organizations in the United States will be affiliated with the new association by November.

AUTOMOBILE TRAFFIC HARD ON ALL MACADAM ROADS

Repairs, Needed Once a Year, Are Difficult and Short Lived.

Highway engineers long ago discovered that the ordinary macadam road has no chance under automobile traffic. The best of them, well founded and crowned and surfaced, hardly last a season. "Spotty" repairs are difficult and short lived, and a highway nine-tenths of whose surface is in good condition soon has to be entirely made over because of the ruined one-tenth, says the New York Evening Post. The various forms of surface bound macadam—tarred, oiled, etc.—have given better service than the plain macadam, but they, too, are comparatively short lived under heavy motor traffic and similarly defective in requiring complete renewal when but a small part of the road is worn out.

The result of this new situation is that the macadam road, which furnished a comparatively cheap and satisfactory highway for horse traffic, has become one of the most expensive forms of road surface. The fact that



MACADAM ROAD USED ONE YEAR.

but a small part of the road surface is needed for motor traffic a highway not much traveled could carry 99 per cent of its traffic on two strips six inches wide; where there was more travel four strips would be necessary; has led to the suggestion that the railway track principle be applied in building automobile highways. Apparently a test of this plan has not been made—at least not on a scale sufficiently large to furnish conclusive information as to its practical value. Such strips have been used on bridges and about factories where heavy truck loads have to be moved.

Recently, however, the subject has been taken up in England, and there appears some probability that the "hard road strip" will be given a thorough test in the near future. A British engineer, discussing the problem, suggests the following possible hard strip materials: Asphalt, wood paving, metal plates, concrete blocks. The most obvious difficulty to be overcome in these strip roads is that of maintaining the proper relation between the strips and the rest of the road surface. There will always be a tendency for the macadam to break along the edges of any hard strip, and the problem of keeping the surface in good condition at these points will necessarily be a difficult one.

Will Destroy Objectionable Billboards.

Advertisers who use objectionable or disfiguring signs or billboards along the highways on Long Island and in Westchester county, N. Y., have been warned that their advertisements will be destroyed by the National Highways Protective society of the state and that the infringers, persons or firms will be prosecuted for violating the law which makes such signs a misdemeanor.

Roads Increase School Attendance. Seven millions of the 25,000,000 school children in the United States do not regularly attend school, and one-half of these live in the country, where bad roads, muddy roads, rutty roads and dangerous roads not only prevent them from getting to school, but their impoverishment of the farm prevents the existence of any good schools for them to go to.

Ouch! He (bitterly)—I suppose you consider it quite a triumph to make a fool of a man.

She—Oh, dear, no! A triumph is something done that was difficult of achievement.—Boston Transcript.

An Exception. Little Ethel—Mr. Rich, we're not all made of dust, are we? Mr. Rich (triumphantly)—Yes, my dear, Little Ethel (triumphantly)—Oh, well, you aren't, cos papa says you sprung from nothing.—London Punch.

DUST FROM TAR ROADS KILLS TREES ON HISTORIC DRIVEWAY

French Scientist Finds That Bitumen Pavement Is to Be Preferred.

Unless the present system of tarring the roadways in the avenues of the Bois, Paris, France, is promptly discontinued there will soon be no trees left at all, according to an announcement recently made.

It is officially stated that since the roadway has been tarred to minimize the dust the number of dead trees which have had to be replaced by new ones has multiplied by four. Moreover, the young trees which have been planted are unable to flourish, owing to the poisoning of the soil, and rapidly perish.

Although a grant of \$8,000 was recently made by parliament for the planting of new trees in the Avenue du Bois, Le Forestier has not yet touched the money, asserting that until some new method is introduced such an expenditure would be throwing the money into the gutter.

Conditions are the same throughout the more frequented roads, which are treated with pitch, and there is a strong feeling on the part of the public that no time should be lost in radically changing the present method and insuring that no further damage shall be done to the vegetation of the historic park.

In support of his agitation Le Forestier points out that a commission, appointed some time ago to inquire into the matter, has already reported that not only are all the ornamental plants and flowers seriously affected by the tar just strewn on them from the wheels of passing vehicles, but also that their leaves first show spots resembling burns and then drop off.

Among the trees two species, the yew and the plane, seem to resist the effect a little better than the others, but even with these final destruction is only a matter of a short time.

The commission recommends that the roads of the Bois be covered with small paving stones or bitumen instead of tar.

What's Good in Cakedom.

For a delicious chocolate cake beat half a cupful of butter to a cream, gradually beat in half a cupful of granulated sugar and half a cupful of sifted brown sugar, then add one ounce of melted chocolate, the beaten yolks of two eggs, half a cupful of molasses, one-fourth a cupful of cream, one-fourth a cupful of milk, two cupfuls of flour with half a teaspoonful of soda, half a teaspoonful each of cinnamon and mace and one-fourth a



CHOCOLATE CAKE, MARSHMALLOW FROSTING.

spoonful of cloves. Lastly, beat in the whites of two eggs beaten dry. Bake in a sheet about twenty-five minutes. Cover with marshmallow frosting, says the Boston Cooking School Magazine. For the frosting cook one and a half cupfuls of brown sugar, one-fourth cupful each of butter and boiling water until it forms a soft ball when tested in cold water. Melt half a pound of marshmallows over boiling water, add to the first mixture and beat until thick enough to spread over the cake. Just before spreading add half a teaspoonful of vanilla.

Eggs Mollet.

Do you know what eggs mollet are? A cross between hard boiled and soft boiled eggs. Plunge the eggs in boiling water, then put on the back of the stove for ten minutes, soft and waxy. Put in ice water and when thoroughly chilled remove the shells, carefully keeping the eggs whole. When ready to use, heat in a meat stock and serve on rounds of buttered toast, with a cream sauce poured over. Or it can go on a bed of spinach, chopped fine and highly seasoned. Only a fresh egg can be cooked in this way.

THE GOOD ROADS MOVEMENT.

Gratifying Progress Shown in Road Construction Everywhere.

That there are upward of \$400,000,000 of good roads bonds issued and outstanding is indicated by the Good Roads Year Book of the United States, the 1913 edition of which has just been issued, containing a resume of the whole road situation. It is evident that, whatever may be the faults in methods of construction and maintenance, money is being spent in sufficient amount to bring about a vast improvement in the public roads. The year book shows \$137,000,000 of state and road bonds authorized and \$156,000,000 of county bonds outstanding on Jan. 1, 1913, making a total of \$293,000,000. As this is based on reports from about 75 per cent of the counties in the United States and as a large number of the individual townships have not reported, it is estimated that the amounts not reported would run the aggregate up to probably \$350,000,000, to which should be added ten or fifteen million dollars of the bonds voted in 1912, which have not yet been issued.

Gratifying progress in road construction during the past few years is indicated by the statement in the year book that, while the percentage of all road improvement in the United States at the close of 1910 was 8.69 per cent, the revised statistics to Dec. 31, 1911, show an improved mileage of 10.1 per cent, or a net gain of 1.44 per cent. This does not sound so impressive in terms of percentage, but it means that in the two year period more than 34,000 miles of improved roads were constructed, or 10,000 miles more than the entire mileage of national roads in France.—Scientific American.

USES OF TULLE.

Fashion Approves of Wash Net in the Grass World.

Now that the bodice of almost every frock is extremely low cut from the chin down, the wide or narrow V space thus formed must be partly filled in one way or another. An easier filling in method than the attached vest or than the detached chemise which has an annoying fashion of drawing out of position and lending the bodice an askew look, is to have a tulle waistcoat which is separately put on. This accessory is easily made and fitted if cut after the body of a well fitting shirt waist, as that will be a correct



ATTRACTIVE MEDICI COLLAR OF NET.

guide for the shoulders and the armholes. And to make the shoulders and the armholes feel comfortable is all that is necessary, as an elastic ribbon run through a casing at the lower edge of the waistcoat will draw it smoothly over the bust and back and about the waistline. If the lower two-thirds of the garment will be firmer and wear better, since that portion of it must stand most of the strain. The fronts may be solidly pin tacked and fastened blindly with hooks and eyes or finely tucked in groups at either side of a row of tiny crystal buttons, while the neck may be finished with either a standing or a turned over collar ajoin stitch bordered. The Medici collar illustrated is a dainty adjunct to wear with the tulle waistcoat. It is also made of tulle or wash net trimmed with lace.

Heart to Heart Talks

TWO TEETH LEFT.

There's a poorhouse in a little town in one of the central states. It is a well kept institution, better than many others of its kind. In it the keepers do not treat their charges as human drift-wood, hopelessly astray on the ocean of life.

But the too frequent ill treatment of paupers is not this story. That this is old Jane Jane has been in the poorhouse, oh, ever so many years! Perhaps it is the only home she remembers, for Jane is very old, and the merciful dimming of her faculties tells of the speedy coming of the Great Release.

Jane hasn't much to live for, anyway, looking at her from her viewpoint and mine. Old and forgotten by her kindred and friends and a public charge—there is not much happiness in Jane's lot nowadays.

Once Jane was young. She sang then as other young women sing, out of the fullness of a happy heart. Jane sings now—sometimes to herself, sometimes to others. But she sings only cheerful songs. None of the old time or new time weepy ballads for her!

To Jane came one day a visitor who is probably a descendant of the man who came to comfort Job. This visitor was astonished to hear poor, old, miserable Jane singing, and she asked Jane what she found to be happy about.

And this was Jane's reply: "I'm happy because I've got two teeth left, AND THEY HIT!"

Happy just because she had two teeth left, and the fate that had overtaken the others had left them in such position that they "engaged"—that they "hit," as Jane put it. If they didn't "hit," you see, Jane couldn't chew with them, and she would miss one of the very few pleasures of life remaining to her.

Not much to be happy over? Of course not! But isn't there a moral to be drawn somehow from Jane and her two teeth?

If she can be happy with "biting" more than two teeth which "hit," how much ought it to take to make other folks happy and contented?

When you hear your friend bewailing the fact that his automobile is last year's model, tell him about Jane's two teeth. It may bring a smile to his face, and that's a little gain anyway.

Too much content with one's lot is not good. It deadens the spirit of enterprise and achievement. But too much discontent burns up the soul in the fire of envy and unhappiness.

When you are tempted to bewep your unhappy lot and to believe that the world is joined in a conspiracy against you—Think of Jane's two teeth.

Nothing Like Knowing Why.

The sweet young thing was being shown through the Baldwin locomotive works. "What is that thing?" she asked, pointing with her dainty parasol. "That," answered the guide, "is an engine boiler." She was an up to date young lady and at once became interested. "And why do they boil engines?" she inquired again. "To make the engine tender," politely replied the resourceful guide.—Penny-sylvania Punch Bowl.

FALL FANCIES.

Styles in Tailor Made That Will Be in Evidence Later On.

Fall suit coats will vary considerably in length. The plain models will be shorter than the dressy ones, for the latter reach to the knees in the back. The broken waist line which was universal in the spring is being retained in fall models, many of which repeat the cutaway effects with which we are familiar. With these will be worn fancy waistcoats in a contrasting material. It must be remembered that these decisions in regard to length are the ones reached by American makers. It is not at all improbable that later the Paris designers may launch short



CHIC MODEL IN BLACK AND WHITE.

coats especially for semidress occasions, although they now feature those of three-quarter length.

There is some prospect that the three tiered skirt which has been so successful in silk and in cotton materials may be repeated in modified form in woolen fabrics. If that happens it is inevitable that a special short coat, or coatlet, will be devised to accompany these skirts.

On the subject of sleeves, too, there may be a diversity of opinion between the French and the American makers. The latter have committed themselves to the kimono type in waists, while our advisers from Paris say that over there the fullness under the arms is disappearing. The designers of this country seem to be of the same opinion when it comes to coats, as they recommend long, close fitting sleeves without any fullness—in the armhole.

The suit pictured is one of the new things Paris has sent over for autumn. The skirt is a slightly draped affair in a striped black and white cloth and the jacket, a cutaway model, is in black broadcloth.

UNTIDY CUFFS.

Hint For Home Sewers Concerning Ready Made Blouses.

If you buy a ready made blouse of any kind you will probably find that the cuffs have no fastenings. They are generally made large enough to slip over the hands and so large that they lag about on the wrists and look very loose and untidy.

A thing of this kind is bound to spoil the appearance of any blouse, so you must alter it, of course. But there's no need to split the cuff and make the usual kind of fastening. You can get the same tidy look without wasting all that time and trouble.

Sew on two or three little buttons down the outside of the cuff, and then work loops to match them a couple of inches further along, more or less, according to the size of your wrist. The loops should be made of silk or cotton worked with buttonhole stitch.

When the blouse has been put on you just fasten the loops over the buttons, and then the cuff is drawn up so that it fits your arm quite closely. A fastening of this kind is very neat and quite easy to manage.

Remember that you must leave more space between the buttons and loops at the wrist than between the buttons and loops higher up, for the wrist part will need to be tightened a little more than the rest of the cuff.

Baked Hominy.

This is an excellent change from ordinary ways of preparing hominy. Have ready three-quarters of a cupful of hominy, a pint of water, a tablespoonful of salt, a liberal tablespoonful of butter and half a pint of rich milk. Boil the hominy in the water for twenty or twenty-five minutes, or until soft. Remove it from the fire and add the butter, salt and milk. Turn the mixture into an earthen baking dish and bake until thick and creamy. In summer it will make a delicious breakfast if it is served cold. It may be cooked the day before. As it is a rather "heavy" dish, some meat sandwiches and a cup of coffee will make a hearty breakfast when served with it.

Peach Cottage Pudding.

Cream half a cupful of butter with a cupful of sugar, add one cupful of milk, two eggs well beaten and two cupfuls of flour sifted with two teaspoonfuls of baking powder and a pinch of salt. Add a cupful or more of canned peaches sliced thin, turn into a buttered mold and bake for half an hour in a moderate oven. Serve hot with hard sauce.

His It Right.

Barber (after the shave)—Hair dyed, sir? Customer (laid headed)—Yes, it died about five years ago.

Clever Chap.

Briggs—I see that Hilpin took a course in short story writing and has been quite successful at it. Griggs—What do you mean? I happen to know that he hasn't been able to write a successful short story. "My dear boy, that's nothing. He's gone into business for himself as a teacher in short story writing."—Life.

Gentle Art of Spelling.

"I can spell," announced Roy, aged five, at the breakfast table, as he took another biscuit. "These are made out of d-o, do." "But that doesn't spell dough," his mother answered smilingly. "Aunt Manda says that's the way to spell 'do,'" insisted Roy. "There's two kinds of 'do, child,'" said the old colored cook, who came in just then with another plate of biscuits. "'do' with your sheets and 'do' with you cats."—Youth's Companion.

LOS ANGELES TO HAVE BEST ROADS

Established Plans Call For Seven Hundred Miles.

TOTAL COST \$7,000,000.

Climatic Conditions in California Enable Proper Maintenance at Small Cost—Four Hundred Miles Already Completed.

Los Angeles county, Cal., is determined to have the very best roads in the United States, according to P. H. Joyner, chief engineer of the good roads commission of that county. Wonderful progress has recently been made there, and the work is being continued on an enlarged scale.

In 1910 the road commission of Los Angeles county was revised, an entirely new staff of officers being placed in control. From the moment that the new men entered upon their duties they immediately began the task of improving the roads, which were in a deplorable condition. Now, after two years and a half of hard work, the roads of Los Angeles county are without doubt the equal of any roads in the United States, and, quoting Mr.



EXCELLENT MACADAM ROAD.

Joyner, "it will not be many years before they will far outstrip those of any other road system of any county in America."

"One of the greatest reasons why the roads of southern California can be brought up to and maintained in such excellent condition," continued Mr. Joyner, "is that the climate there, unlike that of the north, particularly in the northeast, where one half of the year is extremely cold and the other half hot, is fairly even throughout the entire year. These extreme changes of temperature have, of course, a tendency to break up the roadbed, particularly in the spring, when the frost is coming out of the ground, and a road well made one spring is often entirely ruined the next by the frost."

"For these reasons quite often as much money is required to keep the road in repair each year as was the initial cost while in southern California little money is needed once the road is well made, and the money the northern counties use to repair the roads can be used to improve many roads."

Already more than 400 miles of road have been macadamized and are being kept in perfect condition, and about twenty miles are under construction. About 300 miles have still to be constructed before the great work will be completed. All of the smaller towns lying in Los Angeles county have been connected with Los Angeles city, and now all that remains is to connect these towns with one another and the roads at intermediate points. Besides the 400 miles of road completed, there is a matter of fifty miles that has been greatly improved, but not as yet macadamized. This is included in the 300 miles that are yet to be completed.

How to Maintain a Road.

There is only one way to maintain a road. The slightest injury to its surface or any defect likely to work an injury must be corrected the moment it appears. Each little depression must be filled in. Every obstruction to drainage must be removed before it has an opportunity to do its destructive work. Such care involves a small system, which is nothing more or less than a continuous inspection of the roads by persons capable of correcting defects as they occur and fully equipped to do so. It will be more satisfactory and less expensive in the long run.

Co-operation Greatly Desired.

The nation can do a great deal of good by showing the states what to do, and the states can do a great deal of good by showing the counties what to do, and all can accomplish the desired end by co-operation in the construction and maintenance of public roads.