

BAGDAD ASTONISHED BY FIRE ENGINE



The natives of Bagdad, which some time ago was wrested from the Turks by the British forces, are roused out of their morning's sleep by the clanging of a London fire engine, and view the machine with astonishment.

YANK AVIATORS WINNING FAME

Progress So Rapidly in Italian Camps They Amaze Instructors.

MANY GUARD ITALY'S COASTS

Their Watchful Eagerness Is of Great Help in Spotting Sneaky Submarines—All Are Anxious for Action.

American Navy Aviation Camp. Somewhere in Italy—Back there at home you have all found by this time of the thrilling exploits of American aviators on the Flare River—the army aviators who dropped their bombs on the frail Austrian pontoon bridges and helped turn the enemy invasion into a furious retreat. It is now permitted to announce that American naval aviators are also aiding the Italian defense.

For more than three months now these honored boys of ours, skimming the air in their flying boats, have kept their constant vigil of coast patrol along the Italian seacoast, watching for the stealthy moving, but beneath the waves that means one of the fiercest specks which might be overboard Austrian destroyers, or rising beyond the clouds that screen the enemy's escarpments.

As a matter of fact, American naval flyers are co-operating with the navies of all the great allies in Europe. Numberless "eyes" are required down the long coasts from the North sea to the Mediterranean, and the United States is furnishing its share as fast as possible. This work, of course, is special Admiral Sims, but there is special headquarters for American naval aviation, under Capt. H. I. Cook, in Padua.

This system of American co-operation has been developing since last August, and naturally will extend in the future as our naval forces grow. In France naval aviators were the first to fly beneath our flag. But in Italy the effort of the American flyers is comparatively new. The number of our men now there is a matter of military information—therefore a secret. But there are enough to have done plenty of useful work.

Our Flyers Relieve Italians.

The work falls into two branches—the taking over of the actual operation of coastal air patrols from the Italians and thus relieving Italian flyers for other duties, and the training of our own men for further endeavor in the same direction. Of course, the men who are actually operating above Italian waters are finished aviators, most of whom learned the game in the naval flying schools which have sprung up since the war along our own Atlantic coast. But the camp boys are getting their instruction in Italy are rapidly "catching on."

The American training school lies on the shores of a charming Italian lake crested by picturesque hills. Right beside it is another training camp for Italian naval flyers, and the candidates in both camps have developed a ready camaraderie. Our camp ends in

MARINE APPLICANT IS LED TO WRITE SONG

St. Louis—Harold Holland of this city went down to marine recruiting headquarters here and applied for enlistment. He was accepted, but his draft board refused to release him. While at the recruiting station he was so impressed with the music that he wrote entitled "You Great Big Handsome Marine." The song has been printed and is now being sung daily at the marine recruiting rallies.

motors and planes, at "spirals" or "peaking her over," or "stroking her out," and it falls more familiarly from their lips than even the home-grown punter of the baseball field. The instructors and all Americans and they are certainly on the job. This shows in the spirit of endeavor and swift progress among the men. Many of these students have seen service in France in other branches, so wonder that there are now in this biggest opportunity.

They are well cured for. They sleep in comfortable new barracks and have their meals at an officers' club, though you often see a man with his coat and breeches slung down on a bench so he won't miss the chance of a "hop." Inside the barracks they have fixed it up as much like home as they could, with bits of pictures and mementos tucked up on the walls, and on days when the skies are tangled with storm the college flavor comes out more than ever. For then all the young heads are bent studiously over books, "cranking on N. and A."—navigation and aviation.

WOULD SAVE IRISH FARMS.

Reconstruction Committee Plans to Get Land Into the Hands of Skilled Cultivators.

Dublin.—Irish farmers have been started by a proposal made by the reconstruction committee that the government purchase some of the Irish land now being cultivated and sell them to competent cultivators or employ skillful and progressive farmers to cultivate them. Sir Horace Plunkett, a member of a subcommittee that reported that some Irish farms are occupied by incompetent or incapable men, who will not improve their methods under instructions or if terrorized, and is waited for several years, while the occupant grows poorer and poorer and generally is crushed by his creditors.

AMERICANS MAKE SWIFT PROGRESS.

The lot of splendid American boys at our camp, most of them fresh from college, are getting on in a way that is inspiring. Many of them are already "solo flyers" and will soon be "two-seat" equipped for active service. They are up at dawn, all with the weather, and more anxious about the weather than they used to be at home on the morning of the big intercollegiate football game. Now boys, every man trying to squeeze in as many flying hours as the day will hold in order to pass quickly to his "first brover."

Each is an uptight to "take a hop." This is naval air slang for a trip in the air. Their talk is all a jargon of

SAVED BY GIRL LASHED TO MAST

Crew Rescued After Thrilling All-Night Experience in Lake Storm.

HOLDS HEROIC VIGIL

Signals Bring Succor to Helpless Craft on Lake Michigan After All but Daring Young Woman Are Exhausted.

Chicago.—Lashing herself to the mast of a disabled boat in the gale that swept Lake Michigan, Miss Margaret Sturdy, daughter of Mr. and Mrs. Joseph F. Sturdy of 115 East Chicago avenue, maintained a heroic vigil until dawn. Then the American flag she was waving as a signal of distress brought succor. The boat was several times on the verge of foundering. This was the story brought to Chicago after Capt. A. F. Brown and his crew of the South Chicago coast guard's signals and rescued both boat and passengers. The boat, which was eight miles out in the lake, was towed in. Aboard it, besides Miss Margaret, were her parents and a crew of two men.

From Portland, Me. They had brought the boat, a 60-foot sailing yacht with an auxiliary gasoline engine, from Portland, Me., where Mr. Sturdy purchased it for Mrs. Sturdy some weeks ago. It is named the Mikado.

The voyage had been uneventful save for a few minor squalls until they encountered a storm when they would have made Chicago safely had not the gasoline engine become disabled. The sails were useless in the high wind.

They drifted all night, Miss Sturdy told a reporter, while the crew strove in vain to repair the engine. Toward midnight the violent pitching of the boat caused Mrs. Sturdy to become ill. She failed to respond to emergency treatment and her condition was such that the services of a physician were urgently needed.

Girl Guards Vessel. The strain of keeping watch for passing vessels, working with the compass, and battling the storm exhausted



Was Tossing About Like a Cork. Mr. Sturdy and his two-man crew, and they succeeded to sleep about three o'clock in the morning. The duty of guarding the little vessel thereupon devolved upon the daughter.

The storm showed no signs of abatement. Big combers were breaking over the deck and the Mikado was tossing about like a cork. When Miss Sturdy took the vessel's American flag and fought her way to the mast, just about her bow. Using a coil of heaped rope, she bound herself to it and remained there until about five o'clock, when Captain Brown's lookout sighted her distress signals.

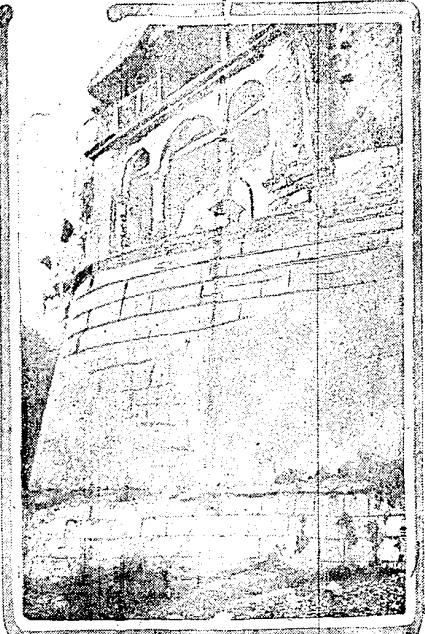
NEW SWINDLE IN CANADA

Crooks Hoop Fines on Farmers for Having Too Much Food in Cellar.

Vancouver, B. C.—County police in the farming sections of British Columbia are hunting for a number of clever crooks who have been imposing fines on farmers for having too much meal, flour or other provisions on hand. One farmer reports having been fined \$25 by one of these supposed inspectors who had been led by the farmer and his wife to a brook where the visitor was served with bacon. The fine was then imposed for serving meat on a meadow day.

In Meadest Burglar. Springfield, Ill.—Police here are searching for Springfield's meanest burglar. He recently broke into two homes and rifled baby banks. One yielded \$3.50 and the other \$30. Nothing else was disturbed.

The City of The Sun



Part of the Old Inca Wall and the Temple of the Sun, Cuzco.

THE traveler who is unable to endure high altitudes will look about the world today before finding a more picturesque and interesting spot than the region of the Peruvian Andes, the original home of the Incas. Cuzco, the City of the Sun, was their capital and the seat of the old dynasty that ruled the empire extending from Quito in Ecuador to the southern coast of Chile.

Here on the west coast of South America there existed a civilization in the early part of the sixteenth century when the Spanish conquerors arrived which was more advanced and productive of agricultural results, especially, than that which has been seen since under the rule of the Peruvians of Spanish stock, writes Clayton Sedgewick Cooper, Christian Herald.

Although these ruins remain are found throughout the Andean sections of Peru, the capital city of these races of men, who lived and worked and carried on an ordered civilization long before our fair North American lands were discovered or settled, continues to be the great center of interest to those who find in these early ruling races of South America subjects of fascinating study. Every part of Cuzco is a reminder of the past. It is one of the most unique and spectacular of cities. It is, to be sure, remote to have been very thoroughly modernized as yet, though a railway recently built, and owned by an English company, connects it with the great coast at Lima, after a two days' train ride.

"Soroche," or mountain sickness, is common to travelers visiting these lofty regions where one reaches over 14,000 feet above sea level. Yet the proximity to the equator affords a climate capable of permitting many kinds of agriculture on the rolling plains and in the rich valleys of this mountain city. While many are spectators of the hills, mixed breeds abound. The Indians do virtually all the work, and under conditions that resemble slavery much too closely.

Living Scenes in the City. As one enters Cuzco through a wide green valley studded frequently with Indian villages, he finds this old and famous seat of power lying in hollows of the hills, with green mountains all about and an air of remoteness and age afforded by the crumbling buildings and great Inca walls and temples. It is as one enters that the city with its wide plazas and built for a much larger population than that which is found there today. The sanitary condition of the town reminds one of Seoul, Korea, before the Japanese arrival. The medieval air of ecclesiasticism is felt in the old churches, the cathedral, and in the monasteries filled with Spanish priests. The Indians whose famous capital here at Cuzco ruled the land, now sell their trinkets and vegetables in the market places under picturesque booths and clad in their more picturesque ponchos and heavy hats, or bend double and drag their heavy loads as they trot through the winding streets.

The Plaza des Armes of Cuzco is unforgettable. It is a sea of color, color everywhere. There are Indian men and women in variegated clothing from the distant Sierras, modern clothes wearing hats in Germany; a team of mules drag the antiquated Cuzco horse-car and long trains of log-wheeled trucks are pulled by you each with his back-full of alpaca from the high interiors. Shops and Their Keepers. We called it a four-legged circus, and so it is; as you sit in this great

flower-filled square, more than eleven thousand feet above sea-level, the semitropical sun shading its warmth radiantly upon your nose through thin, transparent, cloudless air, yet find yourself wondering which way to face lest something of the strangest ever-unfolding scenes escape your gaze. One side of the square is lined by a row of shops filled with 57 varieties of merchandise in which predominate eye-colored saddles and diverse accoutrements for the burros and pack animals, with profuse decorations of red and green and blue wool; before these shops sit Indian and cholo women, holding in their hands spindle spools which they manipulate dextrously during the intervals of trade, spinning the wool and weaving it into the poncho and caps and blue shirts of the native dress.

Above these quaint places of merchandise in the top of these two-story houses that spread out over the side walks are homes with elaborately carved balconies overhanging the street in Inca fashion, and with red tiled roofs that glimmer in the bright sunshine.

Cathedral and Fortress. On another side of the plaza stands the ancient cathedral, built as one is told of the famous Inca sons and containing the brother of Pizarro and the great center of interest to those who find in these early ruling races of South America subjects of fascinating study. Every part of Cuzco is a reminder of the past. It is one of the most unique and spectacular of cities. It is, to be sure, remote to have been very thoroughly modernized as yet, though a railway recently built, and owned by an English company, connects it with the great coast at Lima, after a two days' train ride.

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British Navy Is Bigger Than Ever

Has Grown 160 Per Cent Despite the Hun Submarine Warfare.

LOSSES ARE FALLING BEHIND

Official Figures Show Convoy System Is Beating U-Boat New Tonnage Exports Destruction by 100,000 Tons Monthly.

London.—Upon the fourth anniversary of Great Britain's entry into the war the secretary of the admiralty made public figures and facts which throw an excellent light upon the naval situation of the allies. The British navy, apart from the American forces which now form an integral part of its fighting strength consists at the present time of 100 battleships and auxiliary craft whose total displacement reaches 6,500,000 tons, against 2,500,000 in August, 1914. During that period about three-quarters of a million tons have been lost, but the present day the growth of the fleet shows an increase of 160 per cent. Similarly with the personnel. The original 14,000 officers and men have grown to 294,000.

U-Boats Laying Power. Sir Eric Geddes, first lord of the admiralty, speaking in the house of commons on March 5, 1915, was able to express the opinion that the British and American naval forces in the North sea, the north Atlantic and the English channel were sinking submarines as fast as they were built, and on July 30, says the statement, he made the welcome announcement that during the last three months of the war half of 1918 the world output of tonnage exceeded the world's losses from all causes by no less than 100,000 tons a month.

As to the means of defense against submarines, figures are now available which show that the convoy system has played a large part in overcoming the submarine menace to the ocean communications of the allies. Whereas in the period from April to June of last year, before the convoy system was established, British steamers sailing to and from the United Kingdom in the main overseas trades suffered losses through enemy action of 5 per cent of their total number. The figures since they have steadily diminished, until in the period from March to June of this year, during which 93.8 per cent of the ships were convoyed, the losses have dropped to 1.23 per

cent of the total number of sailings in these trades.

Million Americans Abroad. American groups who reached Europe by June 27 of this year totaled well over 1,000,000. Nearly half of these were carried by American ships, and the United States furnished for them 40 ocean transports and 335 escorts of destroyers.

The total tonnage of ships of all nationalities employed in all trades since the introduction of the convoy system is 61,001,000, of which 373,000, or approximately 61 per cent, has been lost while in convoy.

Since August 4, 1914, the British navy has transported nearly 20,000,000 men to ordered destinations, 2,000,000 animals and 310,000,000 tons of naval and military stores.

The men lost through enemy action during the transportation bear the proportion of 1 to every 6,000 carried.

SMOKES FOR WOUNDED



A few wounded American soldiers in a United States hospital in France are receiving their "smokes" from an American Red Cross worker. The soothing taste of tobacco helps the boys to forget their pain and all their troubles go up in smoke. Tobacco is the greatest essential for the comfort of our soldiers both on the line and behind. From letters received from boys "over there" it appears that the Yankee cannot smoke "the detestable stuff" that the French smoke and American tobacco is received with open arms.