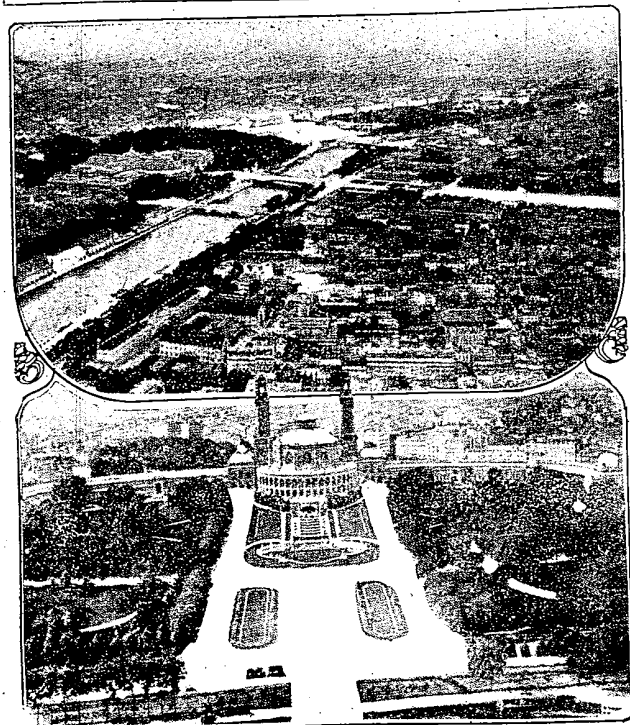


## LONDON PREPARES TO STORE AWAY ITS FOOD SUPPLY

London.—The important strategic position which the Port of London occupies in relation to the food supply of this country is now clearly defined. It is realized that there is a large tonnage on the way to German ports laden with foodstuffs, and most of them will be forced to come into London, owing to its geographical position. The enormous storing and distributing facilities of the port will be taxed to the utmost. There are many ships in the Thames now that were never intended to come at all, being converted from steam to an electric drive. But the Port of London authorities realize the position and can, and will, deal with any emergency that may arise.

The new cold store at Charterhouse street, Smithfield, has been opened for business. Furthermore, the cold store at the West India docks has been improved and the machinery adapted to electric driving. Improvements have also been carried out at No. 3 Black cold stores at the Royal Victoria dock, and the machinery is

## HERE'S BIRD'S-EYE VIEW OF THREATENED PARIS FROM A BALLOON



The presence of the German army outside the gates of Paris recalls the siege of 1870 and 1871 in the Franco-Prussian war, which figures as one of the most dramatic episodes in the history of the city.

The siege began September 19, 1870, and continued with great famine and suffering to the French until December 31, when a bombardment of the city began. On January 27 an armistice was signed, and the city was re-provisioned. The Germans entered Paris on March 1.

Paris was defended in this siege by a ring of detached forts and was garrisoned mainly by national guardsmen and a mobile force. It was not properly fortified, but energetic measures which were taken enabled it to hold out for four months.

Since then there has been added to the old fortifications an exterior line of forts and on the line of these new

forts the active defense of the city will rest. The old lines begin on the north at St. Denis with Fort du Nord and Fort de L'Est, and continue through the line of Fort de Villiers, Fort de Mainville, Fort de Noisy, Fort de Rosny, Fort de Montreuil, Fort d'Issy to Mont Valerien.

The perimeter of these forts is about thirty-four miles. The new line of forts makes Paris a fortified province. It embraces in its defended area Engien, Argenteuil, Versailles and the forests of St. Germain and Obigny. The perimeter is more than eighty miles.

Starting from the north there are in succession Fort Carnelle, Fort de Montmorency and Fort Stains, all forming the northern group. To the east there are Fort Vaujours and Fort Chelles.

Between the Marne and the Seine come Fort Villiers, Fort Champsigny, Fort de Secy and Fort Villeneuve St. Georges. To the south is Fort Palaiseau, while on the hills from Fort Palaiseau to Fort Chantillon are batteries of heavy guns.

On the west stand Fort Villiers, Fort Haute Buc, Fort St. Cyr and Fort Marly, with numerous batteries.

Paris is the City Beautiful of the world. She has for centuries stood first in art. Her streets are full of buildings magnificent from an architectural and artistic standpoint. Among the famous places in Paris which are visited annually by thousands of Americans are the Place de la Concorde, where Louis XVI, Marie Antoinette and other victims of the Revolution were executed, the garden of the Tuilleries with an area of fifty-six acres, the cathedral of Notre Dame, the Louvre art gallery, the south front of which extends along the Seine for half a mile, and the Palais de Justice.

## GERMANY HAS 1,300 MODERN AIRPLANES

Berlin.—The number of aeroplanes which the German army has available for active service has been enormously increased during the last few months. The number mentioned by one who has returned from Germany is 1,300 aeroplanes of modern type, exclusive of school machines and the slower military machines of a year ago.

In support of this, it is known that for some time the Mercedes motor firm has been turning out 130 to 140 aero-engines a month, these all being of the 100 horsepower cylinder type, which has, during the past two months, broken all the world's records for height and duration.

In addition, the Benz company has been producing about half as many and the minor firms, such as the Argus and N. A. G., have also been contributing large numbers. One can safely put the German aeroplane engine output down at something like 250 a month, and as each engine means an aeroplane in which to fit it, the estimate of 1,300 may not be far from the truth.

The number of pilots to fly these machines may not be as great, but it is larger than that of any other country, thanks to the German system of encouraging civilian flying schools.

"The more recent addition to the fleet are capable of well exceeding fifty miles per hour, which speed, however, some of the older vessels can not quite attain. By traveling at reduced speeds, of course, the duration of voyage is increased. In some recently published articles the number of Germany's first-class airships is underestimated, the two newest vessels not being included.

"Germany's big airships have been designed and trained for war, and that they will be used is certain; whether their use will prove effective remains to be seen. Their effective practical range may be put at 1,000 miles, although far greater voyages can be made by the six newer vessels, where distance is the one consideration. In this article it will be assumed that the moderate range of 1,000 miles is their capacity.

"The points from which the airships can operate are the airship stations, where hydrogen gas and all necessary stores can be obtained, and the western chain of stations are of chief interest to England and France.

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## MILADY WILL WEAR BAYONETS AND MINIATURE MACHINE GUNS ON HER HAT; EVERYTHING WARLIKE EXCEPT A CAVALRY CHARGE



It is now officially announced that the female hat this fall and winter will be garnished with small bayonets, miniature machine guns, doves of peace rampant and other little conceits emblematic of war. Female hat authorities, some of whom oddly enough are male, declare that the keen student of present day affairs will always find in his wife's hat, or the season's most vital movement. War at present being a topic of universal interest and discussion, we will find its evidence on the hats of the gentle gender.

Hat designers have already prepared some very alluring patterns, efforts are made of course to soften

war's more horrible aspects and to present only its pleasing phases. A cavalry charge on an undefended town at midnight would not only be hard to show, but so kind-hearted a lady would wear it around. In the same way a tableau of a bomb exploding in the market place would be unsatisfactory. The son and lover, however, returning a hero, to his kin, will unquestionably be a favorite design. Hats delineating drab life and battles in the air will be popular with the taller women.

The unimaginative and literal-minded reader will protest that an adequate presentation of these stirring scenes on a woman's hat would be absurdly impractical to consider. How in the world, he will ask, can a female hat be made the scene of a furious martial engagement and still retain its utility as a covering for the head. To such it need only be said that he has acquired a most amusing misconception of the function of a lady's bonnet. Who ever supposed that utility was a requirement of feminine headgear?

But the new military modes will have other than merely ornamental uses. The honest working girl, her edged sabre, is approached by a fresh young man who wonders if he didn't meet her somewhere before. She is obliged neither to call an officer nor to shout "Help!" like that. Drawing the sabre from her hat she is able to pursue the floundering young man down Main street to the loudly-voiced delight of those about.

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