

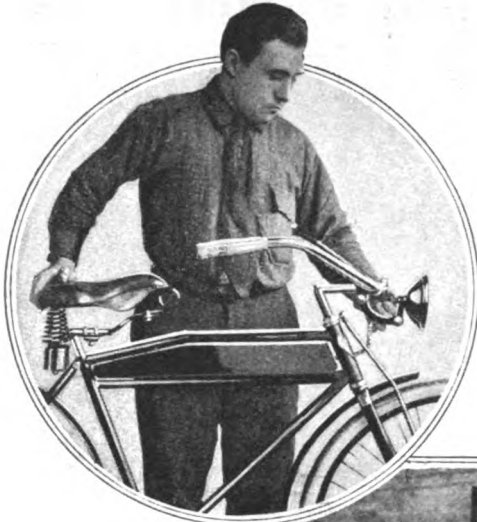
A Landworthy Little Boat

HIGH rents do not bother Vernon Newport, of Cleveland, and his wife and two children.

Newport, for fifteen years a cow-puncher in Wyoming and later a hunter and trapper in Nevada, arrived in Cleveland at a time when the house-shortage was acute, and he and his family lived in a tent.

Winter drove them out of that, but the father heard of a boat, frozen in the river ice, being offered for six hundred dollars. He purchased it and put it in shape.

The engine-room of the boat serves as the kitchen; the other cabins as living quarters.

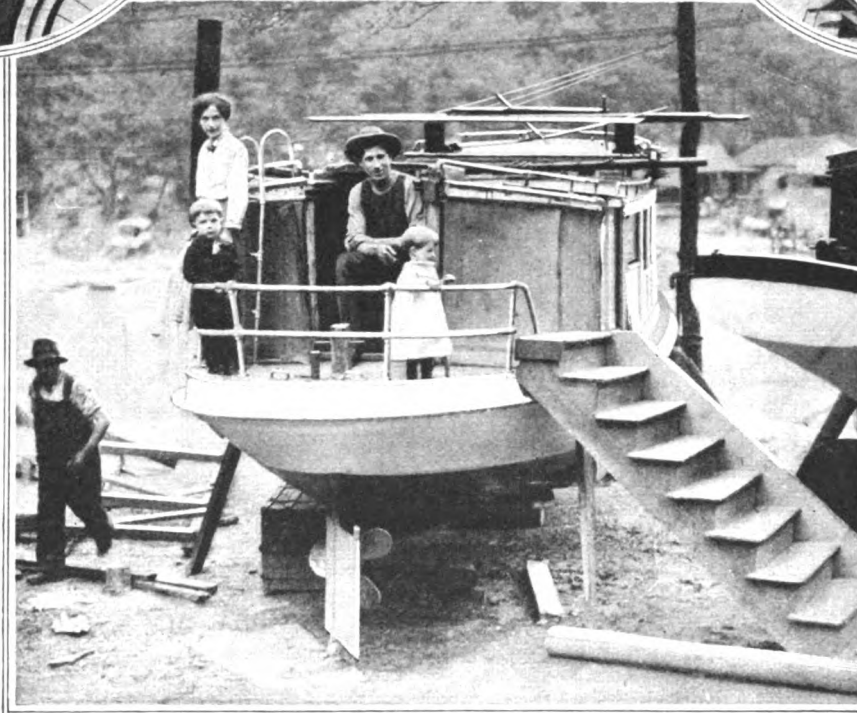


One of the Newest Bicycle Models

THE wide sweeping handle-bars, the standing support attached to the rear wheel, and the deep frame illustrate how the bicycle is catching up to the motorcycle.

In front of the handle-bars is an electric searchlight, served from a dry-cell battery located in a case attached to the cross-bar. In the case is also a separate compartment for tools.

With its nonskid tires and a luggage carrier this bicycle is ready for the long, long trail.



Guns that Shoot Colored Fire

WHEN one of these pistols is discharged, a stream of colored fire shoots out of the barrel for a distance of about fifty feet.

Some pistols are loaded with Roman-candle fire-balls, and shoot a stream from one hundred and fifty to two hundred feet.

Obviously there is a long range of visibility to these shots of colored fire, and almost no limit to the code of signals that may be employed. They are used for signaling between airplanes in mid-air and the earth.

What Eighty-Nine Years Has Done to Railroads

EIGHTY-NINE years ago the tiny train pictured below was the very latest thing. Yet to-day the entire train, with its baggage and passenger coaches, is no longer than a modern locomotive.

The train, known as the De Witt Clinton, was one of the first of its kind. On its trial trip coal was burned, but troubles developed that led to the reduction of the size of the smokestack and the relocation of the end of the exhaust-pipe. The troubles continued, and yellow pine was substituted for coal. The train ran

better, but sparks flew out of the smokestack and showered on the passengers.

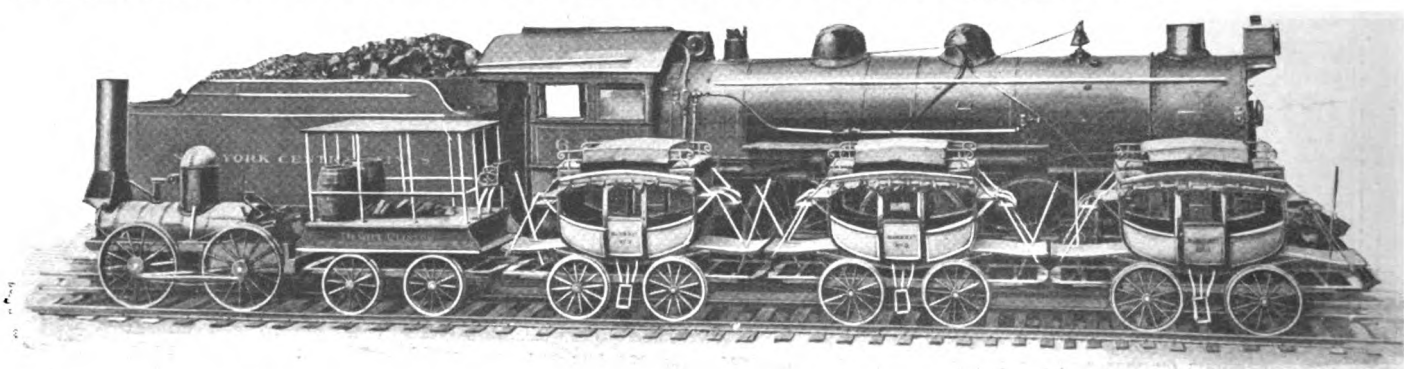
In spite of these difficulties, the De Witt Clinton managed to attain a speed of thirty miles an hour. It was rebuilt several times before it reached its final form.

The engine is twelve feet ten inches long; its height to the top of the steam dome is eight feet five inches. The tender is nearly eleven feet long, and the coaches are fourteen feet long.

The train stands on exhibition in the

Grand Central station, New York. And the tiny tracks it stands on are replicas of the ones on which it originally traveled, known as strap-rails.

At the same time that the De Witt Clinton was being developed in America, similar steam locomotives were constructed in England. They were not as speedy as the De Witt Clinton, but they carried much heavier loads. One English engine, for instance, carried a trainload weighing ninety-two tons at the rate of five miles an hour!



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