

Identification Tag of Indestructible Metal for Naval Men

THE difficulty of finding a simple and adequate method of identifying soldiers or sailors who are killed or seriously injured in the course of war operations, has been solved by J. H. Taylor, of Alexandria, Va., by the invention of an identification tag which was adopted by the U. S. Navy Department on May 12, 1917. The tag, which is considered the best in use in any country in the world, consists of a plate of Monel metal, which does not melt below a temperature of 3840 degrees Fahrenheit and is not corroded by salt water. The name of the bearer and other data are written with diluted printer's ink on one side of the tag, while a rolled impression of the bearer's right index finger is placed on the opposite side. The tag is then dipped in asphaltum and the superfluous asphaltum removed with a fine brush, after which it is heated until the ink on both sides is glossy. After cooling the tag is deposited in a nitric-hydrochloric acid bath which etches the surface of the metal not covered by ink. By means of a string or chain passed through a hole in it the completed disk is carried around the neck of the wearer upon all occasions, in the same manner as a charm, for it takes up no room and is put on and forgotten.



This naval identification tag only melts in the most intense heat and is not corroded by salt water, being of Monel metal

The War Is Causing a Decrease in the Number of Lunatics

EVIDENTLY a great national struggle makes for mental steadiness. For the past two years there has been a decrease of over three thousand in the number of insane persons cared for in England and Wales. This fact is thought-provoking because before the war the yearly statistics showed a constantly increasing number of lunatics.

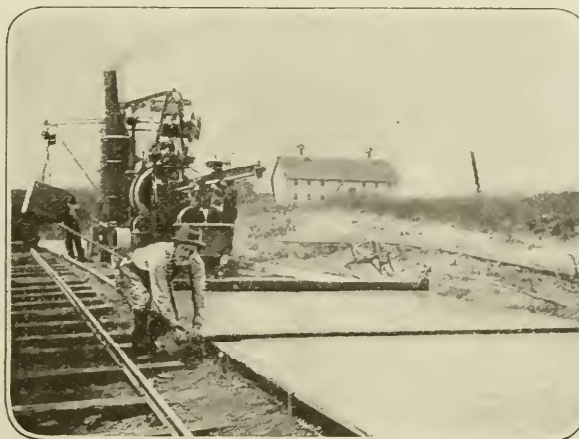
Rolling Roads with Gaspipe

A SIMPLE method for compacting the surface of concrete roads and removing excess water has been evolved by an engineer, B. F. Batchelder, of Ravenna, Ohio.

After striking off the surface with a template, according to Mr. Batchelder's plan, a piece of ordinary gaspipe, operated by two men, is used as a roller. After the excess water has come to the surface, another trip up and back with the roller removes all the water and leaves the surface in good condition for further finishing if necessary.

A wave of mortar is carried ahead of the roller the "first time over," which fills in porous places or depressions. The second rolling removes nothing but water that is virtually clear.

This method is especially useful when using crushed stone or slag.



A piece of ordinary gaspipe is successfully used as a roller to remove excess water from the road surfaces