

# THE AUTOMOBILE

### Thrilling Trip Through Western Canada.

Completing the thrilling and at times hair-raising pathfinding run from Edmonton to Vancouver, the entire distance through the Canadian Automobile Club territory, the Edmonton Automobile Club and the W. Niemeyer and Frank Silverman, who ended their journey at Victoria recently, gave a graphic account of the trip.

They described their journey as one of marvelous beauty and remarkably hard work, but they said they had opened the pathway to Edmonton and that the expenditure of but a comparatively small amount of money would make it a permanent and pleasant trail for the tourist. They encountered muskeg, burned bridges, rock slides, grizzly bears, railroad trains, windstorms and furious rains; but they came along with only three blow-outs, and those caused by rail spikes.

Leaving Edmonton June 17, the car proceeded westward with a heavy load. It weighed 1,600 pounds, carried two four men, and 1,000 pounds of baggage. The outfit consisted of picks and shovels, axes, hammers, four

twelve-foot, ten-inch planks and several shorter pieces; a complete set of tools and spare parts; two spare tires and a spare wheel; fifty gallons of gas and five gallons of oil. They made the entire run on forty-one gallons of gas and six quarts of oil, and came every foot of the way on their own wheels, via desertial railroad, gravel, active railways, tote roads and the Yale road.

From Edmonton they proceeded through the Yellowhead Pass trail, following the abandoned Grand Trunk Pacific Railway grade near the mountains and following it to Jasper.

They picked up Baldy Robb, a well-known mountain guide, who was with them throughout the trip. At Jasper they took the steel railway and followed the abandoned grade one mile west of there and following it to Red Pass. Then they took steel to Tete Jaune Cache and the old tote road thence to Alta Vista, and then by Blue River and Avoia, thence tote road to Lytton, steel and tote road to Hope, and the Yale road to Vancouver, and then by Canadian Pacific ferry to Victoria.

### The Judgment of Solomon

By J. Bruno-Ruby  
Translated by William L. McPherson

After the two women were examined Jean Derocq, the honest judge, sat down and began to read the records.

The case was complicated. The first prisoner, Rose Deumellin, was charged by the second, Lucie Boucher, with stealing her child. But the accused, in her turn, claimed to be the victim of an abominable attempt to take her child away from her.

"Solomon," Derocq thought, "knew the cruel embarrassment in which I find myself. He saw my way out of it. But I who will authorize me to borrow an executioner and order him to cut in two the little fellow for whom these two wild women are fighting?"

He went over the details of the case. The two women had left the hospital together, each with an infant in her arms. One of the two children had died and the mother who had lost it had bitterly resented it. She had, for some obscure reason or selfish motive, ready to go to any lengths to possess the offspring of the other. But how could one discover the impostor?

Rose Deumellin was a tall brunette, with a savage air, who answered only in monosyllables or when stirred to anger. Lucie Boucher was gentler, more expansive, and the facts which she presented were strung together logically. Yet she produced no convincing proof of her accusation.

The confrontation had brought only vehement apostrophes and cries of rage. Rose Deumellin, who was visibly nursing, was most vexed, and seemed to wish to restore her child and disappear from the earthy scene. The milk of warfare and hatred did not agree with it.

It was in thinking of this innocent little victim that Derocq stumbled across his idea.

He shut the window, seized his overcoat and his hat and went to the prison, where the two enemies were lodged.

"Arising there he summoned the physician."

"Doctor," said Derocq, "you will oblige me by accompanying me to Mme. Boucher and Mme. Deumellin. This is a case of cross-accusations and I believe that I have discovered a way to end it, if you will confirm what I say."

The doctor acquiesced with the weary smile of those who have seen many things, and the two men walked to Lucie Boucher's cell.

Seeing them enter she got up, with a sudden frown, in her cheeks. She gave Derocq a steady, intelligent look. He advanced toward her.

"Your charges were well founded," he said. "The baby you claim will be restored to you and you will be set free. But I cannot conceal from you the fact that Doctor Fournel, who is here, has told me that the child is sick. It is very sick, alas!"

Lucie Boucher's face contracted.

"Sick? Very sick? Do you mean to say it is going to die? Ah! If he had only given it to me at once, in place of leaving it with that woman!" (She tottered and sat down.) "Very sick—the little one—my best hope."

Her tears began to flow. Derocq put his hand on her shoulder.

"Listen," he said. "M. Fournel thinks that there is a chance to save it—a transfusion of blood. But consider, the patient is so weak and her condition must be made under such conditions that the person who gives the blood will run a serious risk. Will you try the experiment?"

Lucie Boucher remained perfectly motionless for an instant, her hands before her face. Then, raising her head, she begged:

"Bring it to me first. Then we will see."

"No," said Derocq, "you must decide at once. It is a question of life or death for the child."

The young woman's clasped hands trembled.

"Ah!" she answered, "one can't make a decision like that without reflecting. Give me at least until to-morrow."

Derocq bowed his head gravely and, taking the physician's arm, walked out of the cell.

"Come," he said, with an embarrassed air, "let us see how the land lies elsewhere."

They went to Rose Deumellin's cell. The same sad comedy recommenced, to the end that the accused, holding the baby in her arms, should have no difficulty in realizing that its frail existence hung almost on a breath.

At first Rose Deumellin did not seem to hear. Bending over her nursing infant, whom she held pressed against her breast, she had not even looked up at the two visitors. Then she slowly raised her head and fixed her somnambulistic eyes on Derocq.

"You said something? What did you say?"

He repeated: "Risk your life in giving your blood, but almost certainly save the child's life."

A great light flashed across her maribelle face. This time she understood. Rose Deumellin, whom they accused of having stolen this child, understood. As white as if her veins were already open, she ran to the doctor.

"Quick! quick! If there is any hope, open all my veins, if you have to. But be quick!"

Derocq heaved a sigh of relief.

"Come," he said, "the case is settled. Doctor, take to a mother and the child to the infirmary until they can be released. You will care for the mother and you will save the child, won't you?"

The doctor made a significant gesture. Certainly, he would save the little fellow. The latter had suffered because his mother had suffered. And now.

He began gently to explain to the poor creature the subterfuge by which Derocq was going to give her back her liberty and happiness. Then he led

### Tunnel Beneath English Channel

There has been laid before the War Reparations Commission a scheme whereby German labor shall be drafted for digging the long-projected tunnel beneath the English Channel, connecting Calais with Dover. The plan would render it practicable to get about a train to London and go straight through to Paris, thereby saving some time and avoiding a water passage that is often extremely uncomfortable.

The distance from Dover to Calais is twenty-two miles. The proposed tunnel, however, would connect the London-Dover railway with the Calais-Paris line, and the total length of the passage underground would be thirty-two miles.

The tunnel is obviously needed for freight traffic, as well as for the convenience of passenger transportation. It would have been dug long ago but for strong adverse popular sentiment in England, where many people became panic-stricken at the notion that such a hole beneath the channel might invite invasion by a French army. This feeling held notwithstanding a proposition made by the French Government in 1885 to build part of the tunnel at the Calais end above water, so that British warships could, in case of war, between the two countries, blow it to pieces.

The project, indeed, may be said to date back to the days of the first Napoleon. For in 1802 a French engineer suggested to him the idea of attempting an invasion of England by boring a hole under the channel. The great Corsican thought the matter over, but

### Opening Up the New Northland to Traffic.

Traveling the Mackenzie River, the largest of all Canada's water systems, in the safety which is possible today, is in strange contrast to that which the early explorers and fur traders experienced. When in 1869 Alexander Mackenzie made his first journey on the river which bears his name, he met with all the difficulties and dangers incident to breaking new trails. But the primitive canoe has given place to the freight and passenger steamer and the speedy motor boat. Prospectors are challenging the possession of the fur trader, and the traveler seeking new scenes and new experiences, in visiting the Mackenzie district.

As navigation increased, the need of surveys of the waterway has been felt, the same condition has been experienced in the influx of explorers due to the discovery of oil in the north country. The Department of the Interior, which administers the Mackenzie district, through its Northwest Territories Branch, last season opened recording offices for the registering of claims, and through its Topographical Survey Branch made surveys of the waterways leading to the Norman oil fields, including Slave River, Great Slave Lake and Slave River to the Mackenzie river, and the latter river from Great Slave Lake to Sans Saout rapids, 120 miles below Norman. With the very short open season in the north country the survey work was necessarily expedited, but accuracy was regarded as first essential. Latitude and longitude are essential. Provincial maps are being made, as well as established by a survey party with Dominion Observatory, which carried wireless receiving sets and computed their position by means of signals with Ottawa and other places.

The Topographical Survey Branch has issued a series of maps of the district covered by the surveys of last year. The maps are of great value to the navigator of the Mackenzie, as well as to the prospector in recording claims. This season it is proposed to follow up this work by placing buoys and beacons where necessary in the navigation channel of the river. Copies of the above maps are obtainable from the Topographical Survey Branch, Ottawa.

### There Will Never Be Any Chance for—

The lazy, the indolent, the time squanderer, the fellow who kills time as a profession.

The fellow who lacks zest, enthusiasm, who doesn't fling his whole life into his work; who is always grumbling about his hard luck and his lack of opportunity.

The fellow who doesn't play square; the liar, the sharper who depends upon his cunning, his long-headedness; who makes an opportunity, who says "business is business" and does questionable things just because others do.

The fellow who takes no pride in his work or in his personal appearance; the slovenly, the slipshod, systemless, orderless, ambitious chap, who is always beginning things and half finishing them; who hasn't enough energy or gumption to plan anything definitely and put it through to a finish.

The fellow who is always looking for a "soft snap"; for something that will not get him out of bed too early in the morning, or keep him hustling all day; who would rather take an easy job with no outlook, no chance for advancement, than one which offered many great opportunities to the ambitious man, the one not afraid of work or long hours.

For the weak, vacillating man, who is always on the fence, never quite able to make up his mind as to what he should do, what course to should take; who always wants some one to advise or help him to make up his mind.

For the timid, self-deprecating fellow who is afraid to say his soul is his own; who is always shrinking responsibilities, always shirking from initiative in anything, saying some body else could do the thing so much better than he could.—Success.

### When a Noted Composer Produced a Thrill.

Spohr, the composer, paid his first visit to England at the invitation of the Philharmonic Society in 1820. Being anxious to make an appearance and impression he put on a bright turban and kept a red waistcoat, and being a very big man a considerable surface of red waistcoat was thereby displayed. "Scarcely had I appeared in the street," he says, "than I attracted the general attention of all who passed. The girls gazed at me with looks of surprise and they passed on the other side of the street, but the young urchins on the street were loud in their remarks, which, unfortunately, I did not understand and therefore could not imagine what it was in me that so much displeased them. By degrees, however, they formed a regular tail behind me, which grew constantly louder in speech and more unruly. A passerby addressed me, and probably gave me some explanation of its meaning, but as I was in English I derived no benefit from it." Finally, reaching a friend's house, Spohr was told that a general mourning had been officially ordered for George III., whose death had recently taken place. This of course explained the startling effect of his turban and red waistcoat in the streets.

### Better Not.

"This is our latest novelty," said the manufacturer proudly. "Good, isn't it?"

"Not bad," replied the visitor; "but you can't hold a candle to the goods we made."

"Oh! Are you in the same business?"

"No, we make gunpowder."

Yield not to too much temper.

### In Harmony.

The Sunday school class was singing: "I want to be an angel."

"Why don't you sing louder, Bobby?" asked the teacher.

"I'm singing as loud as I feel," explained Bobby.

Indifference is not good nature.

### NEW COLONIZATION AREA IN QUEBEC NEAR BEAUTIFUL LAKE TEMISKAMING.

Pioneer Work Effected, Good Roads Built and Markets Already Developed.

The agricultural population of Quebec province is steady; it is more than this for the rural population of Quebec shows a steady rise. In the trend evidenced in many of the older farming and stock raising districts, it is gratifying to note that there is no such movement at work in Quebec, that the province's agricultural population successively resists the lure of urban life and remains satisfied and undisturbed upon the lands their forefathers tilled.

There exists, with an inherent love of the native soil, a deep realization and conviction of the system still ruling in the land, and consequently the sons of farmers largely remain farmers and the agricultural followers of Quebec never dwindle.

Gratifying as this situation is, it is apt to present difficulties. The process of subdividing land among sons cannot go on indefinitely if the subsections are to remain of sufficient dimensions to enable the tillers competent to manage them. This is the reason that to remain together is evident from the fact that whilst the total land area of the province of Quebec is 218,723,687 acres, there are only 24,751,300 acres occupied, of which 12,095,120 acres are improved. These figures suggest at once the latitude there is for expansion and the opportunities existing for those already settled within the province as well as for new settlers and repatriated French-Canadians.

Forty Thousand Miles of Road.

The Quebec government has of late been making vigorous efforts to locate its vacant lands, to move the young men from the older lands instead of continuing the subdivision of farms, and inducing fresh immigration of an agricultural nature. Forty thousand miles of roads have been built in the province at a cost of \$65,000,000, and for a further expenditure of \$75,000,000 the fine condition of these roads may be gathered from the fact that they sustain the travel of 54,000 provincially owned cars as well as countless thousands brought up each summer by tourists.

Though these highways cover the entire province, many are colonial roads penetrating into the northern agricultural districts and opening up new farming tracts to settlers.

This summer a particularly choice new section of Quebec province is being opened up by the extension to Lac Quinze of the line of the Canadian Pacific Railway running from Mattawa to Kipawa. This line passes along beautiful Lake Temiskaming, not far from the Ontario boundary, placing Temiskaming county with its twenty-two parishes and twelve towns and villages, with such settled communities as Ville Marie, St. Placide and Lorrainville. The farming area is an old established one, with a population of 10,500 which has been successfully farming the lake and exporting by way of the Canadian Pacific to Montreal.

A Splendid Settlement Opportunity.

In the district so penetrated there are 216,216 acres of good arable land, of which only 78,603 are in pasture and 63,319 under tillage. The balance of 74,294 is at present unproductive and available for settlement. The land is of excellent fertility, as has been proven by the high degree of production, and is similar to that which has produced the famed agricultural districts of Northern Ontario on the other side of the boundary. Cereals, eggs, dressed meats, livestock and hay have for years been sent in quantities from this district to Ontario points. Many cars of livestock are annually shipped to the Montreal market. Hay exports amount to about 12,000 tons per year and peas to 200 tons. Wheat, cats and barley are successfully grown and exported to various points.

The opening of this new area to finer and more adequate railway communication affords unique opportunity for Quebec land settlement either on the part of French-Canadians from other districts or newcomers from other lands. The land is consistently a good clay loam, perhaps particularly suited to dairying and kindred activities. Open spaces occur among light timber and brush. For the convenience of settlers twelve sawmills are operating in the district, whilst there is a market for small supplies of palpwat at local points.

All the pioneering in this district has been effected, and the newcomer makes his home in an established community with social life developed, good roads built, the fertility of the land proven and markets developed. The introduction of the railway, which gives him instant touch with his markets and direct communication with the Canadian Pacific main line in the south. Nowhere can he get far away from Lake Temiskaming with its conveniences and beauties. It is an unique settlement opportunity.

### Development in Pulp Manufacture.

The greatest forest products development which has taken place since the beginning of the century, or more exactly in the past decade, has been in the manufacture of pulp. New Brunswick has now five pulp mills producing sulphate, sulphite, and groundwood pulp. In the last year for which records are available this province produced 89,069 tons, of which it exported 82,356 tons valued at \$10,707,313 by Belmont and Co., Montreal.

### Forest Products of the Maritimes Employment to 12,000 People.

Provincial Governments Are Safeguarding the Future of These Valuable Resources.

More than seventy per cent. of the area of the province of New Brunswick is forest land, or roughly about thirty-two acres of timber for every person in the province. Crown forest lands comprise 7,500,000 acres, or more than half the forest area of the province, whilst it is estimated that 4,500,000 acres are owned by large companies. Forests of farmers' woodlots and of small owners aggregate about a million acres. So far it has not been possible to arrive at even an approximate estimate of the extent of standing timber. A considerable portion of the province of Nova Scotia is most suited for forest growth, the timbered area being estimated at 7,312 square miles. There are no real forests in Prince Edward Island, timber occurring only in small isolated stands, many of which are merely farmers' lots, and the material is sawn almost entirely by small neighborhood or custom mills.

With these rich forest resources it can readily be imagined that the forest industries of the Maritime provinces of Canada constitute a most important industrial activity of that area. It is, in fact, the first industry of Nova Brunswick, the second in Nova Scotia, and the fifth in Prince Edward Island. Taking the three provinces together, a total of nearly forty million dollars is invested in eight hundred plants, of which two hundred and fifty, capitalized at thirty-two million dollars, are in Nova Brunswick. Over twelve thousand people of the Maritimes are engaged in the various phases of the industry receiving in wages and salaries over seven million dollars and accounting for a production in excess of thirty-five million dollars.

Many Logging Plants and Sawmills

In the year 1920 there were in New Brunswick 69 plants engaged in logging operations and 224 sawmills working. In the sister province of Nova Scotia there were 117 logging outfits and 476 sawmills. The capital investment in forest operations was, New Brunswick, \$44,477,410; Nova Scotia, \$789,143; Prince Edward Island, \$700. The corresponding capital in mills operations was \$33,437,543; \$8,203,261; and \$187,327.

Over 160,000 employees engaged in sawmill operations received \$6,500,000 in wages and \$5,000,000 engaged in logging were paid \$2,700,000.

In Nova Scotia the most important single item of forest products is ordinary sawn lumber. There are besides pulp, cordwood, railroad ties, barrel staves, pit props, ship timber, box stocks, laths, and shingles. A considerable amount of hardwood work is in the manufacture of turmeric, clothing pins, shoe lasts, shoe pegs, etc.

The marketing of the provinces' substantial fish and apple crops each year accounts for the consumption of large quantities of barrel staves.

In New Brunswick, whilst sawn lumber still constitutes a very important item in the province's forest products industry, it is being rapidly outstripped by pulp and paper in the value of production. Modern mill machinery has had the effect of concentrating the manufacture of lumber in large plants mainly at the seaports, as has been the case in other industries, and about twenty-five per cent. of the province's lumber is so produced where it can be most conveniently and expeditiously shipped. Upwards of a million sawmills work are made each year out of New Brunswick jackpine, cedar, hemlock and tamarac for Canadian railroads, whilst several thousand cedar telephone poles from the same sources find uses within the Dominion annually.

Prince Edward Island's principal forest products are white pine, birch, hemlock and spruce. The province's lumber trade largely in the Maritime's total, hardwoods form about thirteen per cent. of the total cut.

### Self-Faith.

Faith unlocks the door to power.

It is the men and women with a stupendous faith, a colossal self-confidence, who do the great deeds, accomplish the "impossible."

No matter what your need is, put it into the hands of faith. Do not ask how, or why, or when. Just do your level best, and have faith, which is the great miracle worker of the ages.

Faith opens the door, sees the way, believes not only in a spiritual foresight, which peers far beyond the vision of the physical eye, and sees the reality long before it takes material form.

Faith increases confidence, carries conviction, multiplies ability. It does not think or guess. It is not discouraged or blinded by mountains of difficulties, because it sees through them—the goal beyond.

There is a tremendous creative power in the conviction that we can do a thing.

You may succeed when others do not believe in you, when everybody else denounces you even, but never when you do not believe in yourself.—Success.

### The Promise of To-morrow.

After his own seventy-five years of marvellous individual development, Thomas A. Edison says that man is yet in the chimpanzee stage of mental development, and has gained but a mere glimpse of his environment. He believes not only in man's limitless progress on this earth, but that science may ultimately bridge the gulf between here and the hereafter, between the visible and the invisible world.

The developments of to-morrow may exceed our wildest dreams of today. There is not a single invention, discovery, or device, no matter how wonderful it may seem, that is not likely ever been devised by man may even now be headed for the scrap heap.

There is no name to secure in the hall of fame, there is no security in any line of endeavor to-day, who is not likely to be superseded by someone who is yet entirely unknown to fame!

What a spur is here for the ambitious youth of to-day! What boundless opportunities, what great rewards, what the persistence of those who are eager to achieve; to do big things that will push the world forward.—O. S. Marden.

### What Johnny Got.

It was after the distribution of prizes at a Sunday school.

"Well, did you get a prize?" asked Johnny's mother.

"No," answered Johnny, "but I got 'herbicide meanin'."

The use of buckles instead of shoe strings was introduced into England under the reign of Charles II.

### Large Eagle's Nest.

Five or one-half miles south of Dunville, on Lake Erie, an eagle's nest is located near the top of an old elm tree. The nest measures eight feet across and has been used by eagles for over ten years.

### Interesting Items.

A woman without tact is like a ship without a rudder—hopelessly adrift. Missionaries visited the Tonga, or Friendly Islands, as early as 1797. British Columbia has probably the richest fisheries in the world.

A moose in clear water can swim faster than a man can paddle a canoe.

The islands of Scotland number about 800 altogether.

Constantinople in early days was called Byzantium.

There's nothing so hopeless as the man who only hopes.

Genuine courtesy springs from the heart, not from the lips.

Egyptian sculptors always wrought under the direction of the priests.

The glass roof of Victoria Station, London, covers an area of ten acres.

In 1548 the Jews of Portugal were banished to Brazil.

The ears of grasshoppers are on their front legs.

Efficiency begins with wanting something so hard that the whole world can't stop you from going for it.

When the color of a fabric has been destroyed by acids, the application of an application of chloroform in most cases will restore the original color.

A bishop rode out on a long round of "leaving calls," attended by his groom, who was sent into the house before starting to get some cards.

When they reached the last house the groom came. "Leave two cards here, James," and the unexpected reply followed: "I can't, my lord; there's only the ace of spades left!"

Don't forget that there is no cleaner or easier way of keeping a portion of food cool than by placing it under a flower-pot, first soaking the pot in cold water for an hour to take up moisture into its porous clay.

The South China Government has one Chinese woman aviator. Miss Mupia Ju is said to be an accomplished pilot and to be ready to take her turn with the other aviators in fighting the battles of her country.

An Italian has designed a 5-h.p. single-seater aeroplane which, it is claimed, is the smallest flying machine in the world. It has a single lifting-wing which is easily detachable, so that the machine can be garaged in quite a small shed.

Gramophone records of the voices of famous men are preserved in the "Sound Division," a new department of the Prussian State Library. The records are on special copper discs which, it is believed, will last 10,000 years.

### To-Day.

To-day is such a vivid gift  
From Heaven—As we slowly drift

Across the years, upon life's stream,  
Each day is like a golden gleam,  
That ripples on the water's top,  
And moving, cannot seem to stop.

To-day is like a little song,  
That never seems a bit too long,  
That never drags and never breaks,  
Sometimes the music of it makes  
The heart feel sad, sometimes it fails,  
Like pale moonlight on prison walls.

To-day is a jest, a tear,  
A broken hope, an unguessed fear—  
Sometimes it is a soul that thrills  
With sheer delight— Upon the hills

The sunset time from red to gray,  
It is the evening of the day!

—Margaret E. Sangster

### Paper-Making Experiments in Western Australia.

Experiments are to be made in western Australia to ascertain whether it is possible to produce paper pulp from Australian timber. Contributions of funds from the western Australian and the Federal governments, as well as from private sources, will provide equipment and salaries for carrying out these experiments, and a laboratory will be built.

### Lacked Promptness.

"The man who wags," she said, "is the man who is prompt in embracing an opportunity."

"Well," he whispered after he had slipped his arm around her, "how do I strike you as a winner?"

"Only fair," she answered. "This could have happened a month ago."

Old age is comparatively young.

### The Mount Everest Expedition

The latest news from the Mount Everest Expedition records an ascent by Captain Geoffrey Bruce and George Finch to an altitude of 27,200 feet. At this point they were only 1,941 feet below the summit. It is stated that the mountain's summit is 400 feet higher than Mt. Rainier. Some well-known mountaineers, including well-known mountaineer, Captain Bruce, the latter group broke the record of the Duke of Abruzzi, made on Endeavour Peak which was 24,000 feet. From the physiologic standpoint, these are stupendous records. As a matter of fact, the American Medical Association Journal, the positive ascent by way of the top of Pike's Peak at an altitude of only 14,110 feet is productive of noticeable physiologic reactions and, in some persons, of symptoms of respiratory distress. Struich, who has reviewed the experiences of early explorers with mountain sickness, calls attention to the fact that this malady befalls some persons at a lower and others at a higher altitude; but that which escape is a critical line beyond which may occur at 10,000 feet, while only a few can venture to 19,000 feet without the experience.

The usual explanation of the exchange and distribution of the respiratory gases in the lungs and tissues has involved the view that the gases diffuse from regions of high tension to these of lower tension and that the membranes interposed are entirely impermeable to the gases.

Physical hypothesis has not passed completely unchallenged. The apparent adaptation of many persons to high altitudes under conditions of oxygen tension seemingly too low for the normal functions has long attracted attention and led to speculation. Haldane and Oxford, has been the foremost scientist to express the belief that an essential factor in acclimatization is the rate for oxygen in a secretary artery. Obviously, if diffusion is the sole force in the interchange, the oxygen pressure in the arterial blood can not exceed that in the alveolar air.

The Anglo-American Pike's Peak Expedition of 1913, it was reported, oxygen tensions in the arterial blood greater by from seven to ten per cent. than in the alveolar air.

This seemed like clear-cut evidence for active oxygen secretion by the lungs into the blood. The importance of this work has been assigned.

The proponents of the secretary theory have assumed that, although the capacity for oxygen may always exist, it is called forth only during extreme oxygen lack. C. W. and C. H. Greene have given it a rigorous test by studying the arterial blood in animals under conditions of breathing air at a greatly reduced oxygen tension. The lowest inspired oxygen tension experiment corresponded to an equivalent altitude of 19,000 feet or ten miles.

These new available experimental facts make the performance of Mount Everest all the more impressive.

### Wonders of Ship And

Ship And

### CABLE EN

CABLE EN