The AUTOMOBILE

Happy Medium Between Comfort and Economy.

How far to let economy interfere with comfort and how far to let comfort interfere with economy in buying and operating an automobile are delicate questions which require keen discrimination. To get the fine balance between the two is a fine art that can be cultivated to the advantage of the motorist.

Just as the thrifty person is apt to lean over backward in his parsimony and penny pinching habits, which are not in reality the qualities that go to make up genuine thrift, so the prospective owner of an automobile or the present possessor of a car is apt to carry economy methods to such an extreme that a great deal of comfort and enjoyment which ought to be a driver's is weighed in the balance and found wanting.

For instance, the man who is ambitious to own a car—and his name is legion—approaches a salesman to be told that such and such a car will go so many miles on a gallon of gas. He will infer that because of this fact it is an economical machine to purchase. This particular car may be the hardest riding car on the market. Therefore, if there is any economic value in comfortable riding, this automobile may not represent a thrifty purchase at all.

Springs a Big Factor.

The wheelbase of a car is a factor that enters into its comfortable riding qualities. The springs represent another factor that make for or against easy transportation. The upholstery of one car may be more comfortable than that of another. The size and kind of tires make a difference in the ease with which one rides. The way a car is balanced affects comfort. So does the balance of the engine, which has to do with the vibration. Whether a car is of the closed or open type has a great deal to do with comfort, especially in the cold weather months and during the spring and fall rainy season.

Whether an engine has four, six, eight or twelve cylinders affects the riding quality of a car. The more cylinders the more even the torque and the less the vibration. The height of the car from the ground affects the probability of its tipping over under certain conditions, and consequently the comfort of the occupants, or at least their peace of mind. A low swung car usually has about as much road clearance as a car with a body higher off the ground and is less apt to turn turtle. The weight of a car affects its riding qualities. So does the amount of gasoline and oil used. The comfort of the driver is affected also by the position of the levers and pedals and the general set of the front seat.

Some of these factors in comfort cost a little extra and the prespective owner has to decide whether the added comfort to be secured will be worth the added cost. Usually it is worth all of that and more. Of course, the matter of comfort can be carried too far and a lot of money can be spent on things which add a minimum of comfort at a maximum of expense. But the reverse is more apt to prevail. An extreme case of economy vs. comfort is illustrated by the man who did not want a self-starter on his car. He preferred to crank the engine each time he set out on a journey in preference to using what gas might be required to develop the power to operate the generator that charged the starting batteries.

The Ideal Car.

The ideal to be hoped for is to get a car which will transport the owner from where he is to where he wants to go at a reasonable cost and with a liberal amount of comfort. Having purchased a car the owner is still up against the question of economy vs. comfort. He may cut down the gas to the lowest possible point when operating his auto. On a cold day it will take many minutes to warm up his engine on this plan. The power to accelerate and get away is impaired. On the other hand, if money is no object to him, he may use too much gas and develop carbon trouble. Consequently, comfort may be limited by too much of a good thing as well as too little.

Certain methods of driving save gas, like speeding up then coasting with the throttle closed entirely, but this does not make for comfort in driving. It is often a mistaken idea to keep out of car tracks when the road beside them is rough, because the owner thinks the tracks cause extra wear and tear on the tires.

To go out with a car on a wet day and neglect to put on chains may make for a little easier riding of the car for awhile, but the fear of accident more than offsets this and the saving effected by not having chains. With motor accidents on the increase, it is in keeping with comfort of mind and the lowered expense of avoiding accidents to take every possible precaution against dangerous experiences. Accident, suits of damage and wrecked cars are very expensive.

There are a lot of patent economizers on the market, headache pills and powders for gasoline, devices fastened on the manifold to give the engine a shot of oxygen or morphine. Some of these economizers are all right, but many of them tend to frugality at the expense of comfort.

Supplementary springs, for instance, often make for ease in riding, but they should be selected with care. Tonneau wind shields add to comfort and to the amount of gas required. Headlights that give added brightness and a well directed light make for comfort. Economy in lubrication should not be carried far unless the driver wants the discomfort of a dry bearing and the expense of repairing it.

The happy medium between comfort and economy exists and should be constantly studied by the motorist who is interested in both.

PLACING THE HOME FIRST

We often get the cart in the wrong position. Perhaps this situation occurs as frequently on the farm as in any other place. This is particularly true of the relation of the home to the farmer's business. On a very large percentage of our farms the service of the home is accepted as a matter of course and with little or no recognition. On such farms the business of farming is always placed first.

The matter should be viewed from the other angle. The home is of first importance. Farming is simply a means of supporting the home. Through the willing efforts of a contented and competent wife, the social atmosphere of the farm will be kept so wholesome and pleasant that the work will become a joy to the farmer and his family as well as to the hired help. Such a wife, too, will adequately supply the needs of her family. Certainly the highest recognition should be given service of this character. The duties and responsibilities of the home manager should be placed, at least, on the same level as are the duties and responsibilities of the farm manager. This would make the farm enterprise a partnership arrangement, which it ought to be.

Be of the Same Mind.

When the apostle Paul closed his second letter to Corinthians he wrote, "be of the same mind one to another." We do not believe that this great student of human nature had in mind as he penned these words that he wished all the Corinthians to think the same thoughts. He must have known that this was impossible. One man was obliged to work out his destiny while performing the work of a carpenter; another did the same while he was in his boat catching fish; still another as a sailor, etc. All the men were under different influences, had a variety of temptations, and quite naturally their thoughts were different. But all were aspiring to the attainment of a Christian character.

In building our communities we need to "be of the same mind." I cannot be of much value to the community in which I live if I refuse to work with my neighbor. I cannot work with that neighbor unless I think in the same general direction. It may not be desirable that I think exactly what he does; in fact, it perhaps is better that I do not; but both of us and all of us want to think straight ahead to the best good of the community. Our common interest is to make our community a real good place for ourselves and our families to live in.

Why should the married man only show his worst side to his better half?

Tricks of the Land Swindler.

The land swindler is busy again, and is engaged in skinning the unfortunate emigrant in quite the old-time fashion, says an English writer. A British ex-officer, who was induced by one of these gentry to spend £1,500 on forty acres of orange land in California two years ago, has now discovered that not a tree will grow on his property.

If all is not gold that glitters, most certainly all is not farming land which looks like it. Even in England, one of the most fertile countries in the world, there is much land which will not pay for cultivation. In the United States of America there are vast tracts which are absolutely valueless for agriculture.

In some parts of the south there are enormous areas which, at first sight, look to be fairly good soil, yet which are underlaid with what is called "hard-pan," a thin but tough layer of yellowish rock, which is absolutely waterproof.

Plant fruit-trees on such soil, they flourish for a year or two, then come to a dead stop, turn yellow, and slowly die. Dig one up, and you find that the tap-root, unable to penetrate the hard-pan, has mushroomed out. Hundreds of young Britons have been trapped into buying hard-pan, and so have lost all that they possessed.

But your land swindler does not stop at tricks like this. His impudence knows no bounds. Some years ago—it was a good while before the war—this country was deluged with circulars most attractively printed, setting forth the advantages of a new settlement on the Gulf Coast of Florida. It was called St. Andrew's Bay, and was alleged to be a perfect climate and a perfect soil for orange growing. There were pictures of a growing town, a map showing where building lots were still to be purchased, and the prices were quite low.

Scores of people were caught, and invested from twenty pounds upwards in lots of fruit land, and the curious point is that a large number of New Englanders, usually considered as long-headed as any people in the world, also bought lots.

Arriving on the spot, the unfortunate purchasers found that the land was pure white sand—"scrub-land," as they call it in Florida—and as useless as the sea beach so far as growing anything was concerned.

Even this is not the limit. There is a good-sized lake in Orange County, which is called Lake Swindle. The reason of this name is that the whole of it—some three hundred acres in extent—was once sold to a "tenderfoot" as land suitable for a sugar-cane plantation.

A clergyman has invented a type-writer which will print music.

If the world be divided into land and water hemispheres, London is the centre of the land, New Zealand of the water.

—and the worst is yet to come

Irrigation Legislation in Western Canada

Irrigation received a considerable share of the attention of the members of the Alberta Legislature during the session that has just closed, writes James Colley, Secretary, Western Canada Irrigation Association, Calgary, Alta.

Bills making provision for the guaranteeing of the bonds of the United Irrigation District and the Macleod South Irrigation District were passed and a section was added to the Irrigation Districts Act, 1922, giving power to the boards of trustees of irrigation districts to accept listings of lands within their respective districts and to conduct negotiations for the sale or other disposal of these lands, subject to the general control of the Irrigation Council.

In the case of the United Irrigation District the government guarantees amounts to $645,000. The district covers an area of 61,195 acres, of which 23,000 acres are irrigable, between the Waterton and Belly Rivers and west of the Blood Indian Reserve in Southern Alberta.

The bill for the South Macleod District embracing an area of approximately 96,000 acres, of which about 60,000 acres may be considered irrigable, lying south-west of the town of Macleod and west of the Belly and Waterton Rivers, gives the government of Alberta power to guarantee the bonds of this district up to $2,050,000, provided it is satisfied that satisfactory arrangements are made as to the settlement of the surplus lands in the district.

In his report of the South Macleod Irrigation District which was tabled in the house during the session, D. W. Hays, the consulting engineer to the Alberta Government, estimates that the cost of construction of the works of the South Macleod Irrigation District will amount to $1,778,657, or $29.81 per acre on the basis of 60,000 acres of irrigable land in the District. Allowing for the discount of the sale of the bonds and their capitalization for a period of two years during the construction of the scheme, Mr. Hays estimates that a total of $2,042,279 will be required.

The bill giving the trustees of the irrigation districts power to accept listings for the sale of the surplus lands in these districts is a practical indication that the matter of securing settlers for the irrigated areas is being attended to.

The report of the Survey Board for Southern Alberta—the Royal Commission that was appointed by the government of Alberta for the purpose of inquiring into the conditions in that part of the province resulting from a succession of years of drought—came in for considerable discussion in the earlier part of the session and was frequently referred to throughout the sitting. In this report irrigation is considered to be the main solution of the problems of Southern Alberta. Another report dealing with irrigation that was tabled during the session was the first annual report of the Irrigation Council.

Trans-Ocean Flights.

The Portuguese have always been daring navigators, and still stand among the best sailors in the world. The attempted flight of two of them from Portugal to Brazil has been watched with interest from day to day by the entire world, which, within a few hours, knows of their departure or arrival at each station. It is to be hoped the wrecking of their seaplane at St. Paul's Rocks will not seriously delay the completion of their journey.

In several countries, plans are under way for an airplane circumnavigation of the earth, and it is not unlikely the present year may witness at least the attempt to do so. The Pacific Ocean, of course, presents the longest "leg" of the trip, but even these severe conditions are not likely to delay the effort very long, nor discourage these intrepid trail blazers of the air. Deserts and other wildernesses of the earth are already being explored by airmen, who are discovering routes and means of entrance which have hitherto baffled caravans and horsemen. Before many years, the secrets of jungles and mountain fastnesses, which thus far nature has guarded so jealously, will be an open book and familiar to children in grammar-school grades.

The Important Job.

I may fail to be as clever as my neighbor down the street,
I may fail to be as wealthy as some other men I meet,
I may never win the glory which a lot of men have had,
But I've got to be successful as a little fellow's dad!

There are certain dreams I cherish which I'd like to see come true.
There are things I would accomplish ere my time of life is through,
But the task my heart is set on is to guide a little lad
And to make myself successful as that little fellow's dad.

I may never come to glory, I may never gather gold,
Men may list me with the failures when my business life is told,
But if he who follows after shall be manly, I'll be glad,
For I'll know I've been successful as that little fellow's dad.

It's the one job that I dream of, it's the task I think of most,
If I failed that growing youngster I'd have nothing else to boast;
For though wealth and fame I'd gathered, all my future would be sad,
If I failed to be successful as that little fellow's dad.

—Edgar A. Guest.

After all, is not the parent with the tenderest affection for his children naturally their greatest intellectual and spiritual teacher?

The Winning Side.

Do you know this, that in yourself
You hold the power to make or mar
Your future life, and you can be
A better man than now you are?
Though Fortune frown, though days be dark,
Though all seems lost beyond recall,
That is no reason to despair,
For you, yourself can change it all.

Ask then, sincerely, what you lack—
If it is faith, or strength of mind,
And, if you answer as you should,
No fault with others you will find,
The very fact that you are down,
That you no chance in life can see,
Should urge you on to try again;
The spur is your necessity.

Remember that, as you are now,
So were the great men in the past.
What they have done you, too, can do,
Where'er your walk in life is cast,
A cheerful smile, a steadfast heart,
A faith that will not be denied—
These things alone shall lift you up
And put you on the winning side.

—George B. Righter.

The Farmer and the Woodlot.

Perhaps the greatest objection made to caring for the woodlot is the time it takes to produce large-sized timber. On the farm, however, there are many uses for small and medium-sized forest products and these take a comparatively short time to produce. On many woodlots a thrifty young growth already exists that will not require many years before it is sufficiently large to use. A little attention will shorten considerably the time required to produce marketable material. The use of small dimension material is steadily increasing since the scarcity of wood in large dimension has forced the attention of manufacturers to the use of built-up wood. The war has done much to increase our knowledge regarding the possibilities in the use of laminated products, of which the airplane is an example. This use of wood in small sizes makes it possible to market the products of the woodlot, while the trees are comparatively young.—Bulletin No. 69, Director of Forestry, Ottawa.

Radio Outfit Combined With Airman's Oxygen Helmet.

The use of the oxygen helmet has become a necessity when attempting record altitude flights because of the rarefield air at the upper levels. The army air service has now designed an oxygen helmet in combination with a sending and receiving set for wireless-telephone messages, so that the airman may keep in communication with the ground station, no matter at what altitude he may be flying. The radio generator will also furnish current for the electric-heating elements contained in the airman's protective suit.

BEST WAY TO REMEMBER ANYTHING

IS TO FORGET ALL ABOUT IT, SAYS THIS WRITER.

Well-Trained Mind Knows What to Forget, as Well as What to Remember.

My friend Tomkyns attributes his success in life entirely to his capacity for forgetting. It is not half so difficult to remember anything as it is to forget what we don't wish to remember. But forgetting is an art well worth cultivation. The great Disraeli always claimed that the reason he got on so well with Queen Victoria was that he knew which of her instructions to forget.

We all have to practise the virtue of overlooking little indiscretions on the part of our friends at one time or another, but probably few of us realize that this question of forgetting goes to the root of every detail of our daily existence quite apart from the attempt to dismiss troubles from the mind.

It may appear a startling statement, but it is perfectly true that we can never do anything while we are thinking about it. It is not till we have forgotten it that we can do it, strange to say. In the case of sport, dancing, singing, etc., this is perfectly plain. To cogitate about it is proverbially to fail in the performance. How often we say that a person is too self-conscious—or, in other words, thinks about what he is going to do too much, to be successful in performing the task.

In connection with health, forgetfulness is all-important. If we remember that we have eaten such and such a dish, or can't sleep after coffee, we are certain to be the victims of our ideas. Our bodily functions should operate quite unconsciously. Directly we think about them we throw them out of gear.

If you ask me about breathing, digestion, etc., I reply most emphatically: "Forget them for your health's sake."

Don't Pamper New Ideas.

It is perhaps less easy to understand that we can reason out problems without thinking about them, but as a matter of fact our mind often works without definite thought on our part. The operation of memory—perhaps the greatest function of the brain—works almost entirely unconsciously.

How often we realize this when we can't think of a name, or place or date, and so long as we try to bring it to mind we fail; but directly we put it out of our thoughts, it comes to mind apparently of its own accord.

The super-mind is essentially the one that knows there is a time for remembering and a time to forget. Supposing a problem has to be solved. So long as the tired brain is tortured for an answer, so long will the mind remain a blank.

Take the other line, however. Forget all about it. Leave the thought alone, and after a night's sleep it may be that the desired idea will present itself bright from the mint of the underground workshop of the brain.

In the domain of health nothing may be worse than a pampered thought. Jumpy hearts, for instance, can easily be produced by a wrong idea. Get rid of the notion that the heart's action is affected, and the organ beats correctly again. A physician friend gives me the following actual case in his experience:

"A young man came to me complaining of severe pain in the region of the heart. It had, according to his account, been gradually increasing for some time. It frequently came on after he had run upstairs, or when running to catch a train. Would I tell him if his heart was all right?

"I examined the heart, and found no trace of any abnormal condition. I told him that his heart was absolutely sound and there was nothing to suggest disease anywhere. He went away, and I never expected to see him again. Five months later, however, he came to thank me for 'curing his heart.' I remembered the case, and was fairly staggered.

" 'But, bless my soul,' I said rather brusquely, 'there never was anything the matter with your heart.'

As Bad as the Real Thing.

" 'No,' he replied, this time with a quiet smile; 'I know there wasn't. All I can say is that from the time you told me it was all right the pain disappeared. But before that the pain was real.' "

My medical friend says that no doubt it was. This young fellow, otherwise a sensible youth, had, by coming to believe that his heart was diseased, quite unconsciously so excited the nerve centres that the brain received exactly the same impressions as would have been caused by the disease.

Kant, the great philosopher, was subject to oppressive palpitation of the heart, but he conquered his trouble by giving his whole attention to intellectual work, and forgetting all about his ill-health.

In factories it has been found that the best work is done when the operator gets into the swing of the task and does not think too deeply about the job in hand.

It is just as easy to make up our mind one way or another, to get rid of a thought or to dwell on one idea. As William James, the American psychologist, says, it requires as much muscular effort to take one past the dentist's door as it does to take one in. All that is needed it to "will" the one thing or the other. And what is willing itself, but the selecting and keeping hold of one idea by banishing all the others?

It is the greatest mistake to be constantly brooding over any single idea. Once it has served the purpose of the moment, let it go. Forget it!

Shale Oil Record.

Shale oil production in Australia reached a record figure in excess of 2,600,000 gallons in the last fiscal year.

The Roadmaker's Art

From the beginning of history the highway has been the criterion of a nation's greatness. With the building of roads, savagery retreated and disappeared, forests fell and new fields were cultivated. Towns sprang up and cities grew to be linked in commerce with distant markets; first by highways over which tramped Rome's legions and later by ribbons of steel upon which speed the railroad trains. Savage man built no roads, nor had he any conscious need of them, for his wants were few and individual in character.

While we know little about the roads that existed prior to the Roman Empire, we do know from records remaining that not only the Romans, but the Egyptians, the Carthaginians, the Sumerians and other ancient peoples employed much the same materials that we are to-day using in highway construction. There is evidence that both the Romans and the Egyptians used a mineral cement. The Bible tells of the manufacture and use of bricks. As early as 44 A.D. the Romans used bricks in England. Actual scientific and quantity production did not begin, however, until 886, when Alfred the Great directed that bricks be produced under government supervision. The earliest recorded use of asphalt was by the Sumerians, a people inhabiting the Euphrates Valley prior to the ascendancy of the Babylonians. An asphalt cast excavated at Logash, near the mouth of the Euphrates, dates back to 2850 B.C. As a mortar for brick, similar to the filler now used in brick city streets, asphalt was used in the construction of the Tower of Babel. One historian asserts this same substance was used about 1500 B.C. to daub the basket which served to conceal Moses in the bulrushes.

It was Nahopolassar, King of Babylon, who, about 500 B.C., first used asphalt as a filler for brick pavements. His son, Nebuchadnezzar, continued the practice. In the Western Hemisphere asphalt was used in ancient times by the Incas, who established an elaborate system of highways in Peru and Ecuador. Thus we see that cement, brick and asphalt, instead of being products of exculsively modern use, really are world-old materials.

Herodotus tells us that in Egypt a great king built a magnificent road across the sands for the transportation of materials for the Pyramids, employing for this purpose 100,000 men for a period of ten years. This road was built of massive stone blocks and was lined on both sides with mausoleums, statues and temples. Traces of what may have been a part of this ancient highway are to-day found near the great Pyramids and comprise what is probably the oldest remains of a road surfaced with stone. Early historians write of wonderful roads radiating from the city of Babylon about 2000 B.C. and running to Susa, Ecbatana, Sardis and Nineveh, as having been paved with brick. The ancient Persians, Assyrians, Sarthaginians, Chinese and Peruvians were all renowned road-builders. Their works, however, have passed away.

Highway work is constantly developing new types of roadway. Its development in America has brought many peculiar types of pavements.

APPLE INDUSTRY OF OKANAGAN VALLEY

CAREFUL ATTENTION IS PAID TO THE PACKING.

Initial Shipment to Great Britain and United States Wins Enthusiastic Reception.

From an annual production of a quarter of a million boxes of apples in 1911 to over three million boxes in 1921, is the remarkable record of the Okanagan Valley, British Columbia. The valley is pre-eminently suited for fruit culture. Temperature, precipitation, soil, transportation, markets, etc., are all in its favor. The construction of irrigation systems of considerable magnitude, has eliminated the danger of drought, and has also had the effect of making it necessary for the growers to cultivate their holdings intensively in order to justify the expenditure. The expansion of this industry can be attributed to three causes: careful selection, packing and handling; extensive advertising; and co-operative selling organizations, controlled entirely by the growers, which markets the greater percentage of the apples produced in the valley.

Packing has probably been the greatest factor in popularizing Okanagan Apples. Of the finest quality, these luscious bright-red apples are each wrapped with a thin sheet of paper, imprinted with the trade-mark of the organization and the slogan "O.K." They are then carefully handpacked. This neat, attractive manner of packing apples has a psychological effect on the consumer, to whom the idea of purchasing apples individually wrapped in a sanitary cover, with unbroken skins and at a price of which he would have had to pay for an apple picked indiscriminately out of a large barrel filled with many varieties, and which may be bruised and dirty is pleasing.

Three Thousand Commercial Orchards.

Extensive advertising campaigns, setting forth the quality, sanitary packing and moderate price of Okanagan apples, are carried on every year by the co-operative societies throughout the districts where their product is sold, more particularly in Western Canada.

According to the Department of Agriculture there were in 1920, 3,000 commercial orchards in the Okanagan Valley, on which there were approximately a million apple trees. To handle the produce of these fruit-ranches, the co-operative organizations have erected some sixty packing houses in the Valley to receive apples from the growers' wagons or trucks, weigh them and issue receipts for weight, grade and pack the fruit, store it, and load it into railway cars. These plants are equipped with the most modern machinery for the economic and efficient handling of apples.

Prior to 1919, Western Canada consumed practically the entire apple output of the Okanagan Valley, but with increasing orchards, scientific handling of trees, production increased to such an extent that during the season 1921, eighteen hundred carloads of apples, or 50 per cent. of the valley's crop, were shipped to other markets, of which the United States and Great Britain were the most important. All exports to the United Kingdom were despatched by steamship by way of Vancouver and the Panama Canal. In the United States shipments were made as far East as New York.

It is planned to develop these new markets intensively, as with the Western Canadian market unable to absorb the total production and the crop annually growing larger, permanent markets must be found if the industry is to be run on a stabilized basis. If the enthusiastic reception accorded to the initial shipment of Okanagan apples in the United States and Great Britain is to be taken as an augury, then there seems little doubt but that these countries will be able to take all the surplus apples grown in the Okanagan for many years to come.

Track Treads Give Tractor Greater Pulling Power.

A new attachment designed to give the small tractor greater bearing area and increased puling power, replaces the round wheels with two large sprockets. Outside of each sprocket is a cast-steel arm which projects forward and downward, carrying at its front end a smaller idler wheel. A track tread passes around the sprocket and idler wheel, giving the tractor increased bearing area.

An oak tree of average size, with 700,000 leaves, lifts from the earth into the air about 123 tons of water during the five months it is in leaf.

The "passion flower" is the name given to a tribe of plants, including 120 species found in Asia, Australia and America. The plant had its name from the early Spanish missionaries, who thought that the shape and growth of the flower were suggestive of the Crucifixion.

The Housewife's Problem in Russia

An English woman who recently made a visit to Soviet Russia was astonished to discover that the housewife of that country is in a sad plight. Her investigation was not along the lines that are generally chosen by the visitor. She made a point of looking into the affairs of the Russian home, and her observation is that every individual and every family has reverted to primitive conditions.

In Petrograd and Moscow families live in flats of great, many-storied houses, just as they do in New York. The difference is that they have no modern facilities. They must carry their water up long flights of stairs and must carry refuse and garbage down in pails. They have no running water system and no sewerage system.

However, there is some comfort in that fact that very little water is needed, for there is nothing to wash and nothing to wash with. There is no fuel to heat the water and there is no soap.

For a while there was a limited soap supply, but that is now exhausted, and only a certain favored few are issued any rations by the Soviet. These few are fortunate enough to get somewhat less than half a pound of soap a month. The rest must buy if they are to have it; and a pound of soap costs 30,000 rubles—$14,000 at the pre-war exchange rate.

The housewife is frequently called upon to ply her needle and thread, but she has no new goods upon which to sew. Her effort in this direction is a continual labor to keep the rags and garments of all members of her family from falling to pieces. One can imagine what hopeless rags the clothing has become during the four years of Communist power, for there have been almost no new goods produced in Russia, and the little quantity that has come from the factories has been taken by the Red army.

Shoes are not, literaliy, a housewife's problem; and it is just as well, for a new pair costs 1,000,000 rubles.

The principal problem is that of food. Communism has worked out according to promise in that women are free from kitchen cares; but the reason for it is that there is nothing to cook. Meagre rations were issued for four years on the card system, and during that time any effort to buy food at an open market was punishable by death. Now there is not even any ration. Potato skin biscuits are considered a luxury. In the large cities there are very few small children left, for they have died of starvation in great numbers. The death rate vastly exceeds the birth rate.

In spite of all privations mothers still strive and struggle and sacrifice themselves for the lives of their children with the same love as any mothers in Canada or Great Britain under happier conditions.

There are fortunate families in Russia living in the greatest plenty. Those who have the favor of the Soviet Government live exceedingly well. But they are mere thousands while millions are half starved and