

The Automobile

My Friend Didn't Read His Instruction Book.

I went over to take a hunt with a farmer friend the other day. We were soon taking about automobiles. "My car," said he, "won't hit a lick. The commutator and brush become badly worn, so I bought new parts and put them on. Now it won't fire at all. I guess I will have to send to town for a mechanic to come out and look it over."

"Maybe you got the commutator wires connected wrong or placed the brush in the wrong position," I suggested. "No," he replied, "I got them right. For I was very careful in replacing them."

A two-hour job of some kind in the field came up unexpectedly, so that our hunt was delayed for that length of time. As he left for the field, I said: "I'll look over that car and have it running when you come back."

"It's my turn to treat if you do," he laughingly replied. The first thing I did was to make sure the cylinders were getting gas. I then verified the commutator wiring. Next I gave a spark-plug and saw that it gave a fat spark when the motor was cranked.

What then could be the matter when there was gas, compression, and a good spark? The timing must be wrong. I happened to be familiar with that make of car, so I proceeded to investigate the trouble. I first removed the commutator. Next I took the spark-plug out of the front cylinder. Mental. If I went over a coil I had removed in the instruction book of this make of car. When replacing the commutator brush he said that it prints directly upward when the valve is in the valve of the front cylinder is closed.

I looked at the brush and then at the intake valve through the hole from which I had taken the spark-plug. The brush was a quarter turn out of position. I corrected the mistake and the engine started like a race horse.

The farmer, too, was very much surprised. Several things had been removed while my friend was working on the car and by the time I replaced them, he was through with his job in the field. I told him the trouble.

"That's funny," he said. "I did push the car into the garage out of the rain while working on it and had the brush removed, but I never thought about the clutch dragging and turning the engine."

I looked at the seat of the car to put a spark-plug away and I happened to see a very dirty and greasy little book-let. I examined it and found it to be the instruction book. I turned to that part of the book about the commutator and pointed out the rule I have already repeated.

"If you had spent ten minutes in reading this," I said, "it would have saved you a lot of trouble."

Do not think my friend is the only one who fails to read his instruction

Clutch Needs Good Care.

One of the first things the motorist learns about his car is how to throw out the clutch. After he has become more experienced in the art of driving he operates the clutch automatically by force of habit, giving the matter no more thought than children, grown used to walking, give to their feet.

If the clutch for one reason or another fails to function properly the driver is usually at a loss as to either the cause of the effect. Then he feels that he would like to throw out the clutch and to go on without it. But this particular part of an auto happens to be very important to the success of the machine; without it the driver would be unable to stop his car without first stopping the engine.

The automobile driver also finds it necessary at times to bring the different gears into mesh so that more or less power and speed may be obtained. He also likes to coast down a hill. The clutch makes these things possible.

The clutch is a device which serves to connect or disconnect the engine from the transmission and therefore from the rear wheels. It is operated by means of the left-hand foot pedal which projects through the toe board. The clutch is thrown out or released by pressing this pedal with the foot, and when so released the engine will continue to run, but will not deliver power to the driving wheels.

If the gears are in neutral position, however, power will not be applied to the car when the clutch is engaged. The clutch must be released every time the gear-shifting lever is moved and should be released usually when the brakes are applied.

To remedy a slipping leather-faced clutch apply Fuller's earth or French tannin to the leather facing. In rare cases the car may be washed off with gasoline. Since the function of the clutch is to provide a gradual engagement of the engine, which gives power to drive the car, there is supposed to be some slipping at first, then less and less as the pressure of the foot on the pedal is reduced and until the engine is fully engaged. If the clutch leather dries out and becomes hard a gradual engagement is impossible. When the two parts are brought together they grab or grip.

To remedy a harsh grabbing leather-faced clutch apply neatfoot oil or castor oil to the leather face. To fix a grabbing or gripping multiple disc clutch that runs in oil add kerosene to thin down the mixture.

Once every 100 miles turn down all grease cups on the clutch. Once every 1,000 miles apply neatfoot oil to a leather-faced clutch. Every 1,000 miles drain the oil from the clutch and clean thoroughly with kerosene and replace oil.

Brides Sold by Weight.

Amongst most savage tribes wives are obtained by purchasing girls from their parents, the price depending upon the attractiveness of the lady and her father's extensiveness as a bargainer.

In the case of Eskimos, the purchase price is usually paid in skins and seal meat, though occasionally dogs may be tendered in payment. In Africa the market value of a woman ranges from one to ten cows. In many cases plumpness is regarded as the greatest charm of all, and the girls, after being fattened up, are literally sold by weight.

The Kikuyu community has special customs of its own, the chief alone having the right to sell wives. Before the war a good wife could be purchased for a dollar and a quarter.

Now, however, Kikuyu beauty fetches from \$3.25 to \$3.75. Buyers are feeling the general increase in the cost of living, and to allow them to start house-keeping without undue difficulty the installment system has been introduced.

Ice Cream May Be Shipped Without Ice and Salt.

Ice cream may now be shipped without being packed in ice and salt in a specially designed dry container is utilized. This container is a double-walled metal vessel which has 2 inches of cork composition between the walls, and a cork-insulated top that clamps firmly into position. After the ice cream is placed in the container, two metal discs filled with a cooling mixture that has been frozen to a solid state, are laid on top of the cream can, just under the tight-fitting cover. This outfit is said to keep ice cream solid for periods of 18 to 36 hours.

Climbing out of the immense cavity, the descent from the rim over the expanse of glistening snow, to the timber line is begun. During this portion of the return trip, a thrill hunter, with a hiking bag, has an opportunity to satisfy his desire in that respect. The ordinary procedure is for the guide to sit upon a common straw mat, with the tourist behind and tightly clasping him round the waist. The experienced native then grasps the front end of the mat in one hand, turning it up in the form of a toboggan and, by means of the alpenstock, held in the other hand, "pushes off" for the start down the steep incline. Gathering momentum quickly, the mat is soon literally flying over the snow, while the guide, who knows every foot of the route, skillfully avoids the deep crevasses and protruding bowlers, by quick use of his alpenstock, and shortly makes a safe "landing" at the edge of the timber line.—H. A. Lane.

DEMAND FOR NEW BRUNSWICK LUMBER

THE PROVINCE'S MOST IMPORTANT INDUSTRY.

Return to Normal Conditions in This Industry Presages Prosperity in the Maritimes.

In a year which is exhibiting bright prospects for Canadian trade and industry in every section of the Dominion and covering practically every phase of activity there is further gratification furnished by the fact that New Brunswick is sharing in this prosperity to the extent of experiencing an extensive demand for the product of her forests. The real significance of this is only appreciated when it is realized that the lumber industry in its various phases constitutes prominently the province's most important activity. Not only is the demand and export of lumber fast approaching a state equal to what were considered normal conditions in the years before the war, but the prospects are all for a vastly enhanced prestige for this first of New Brunswick industries.

About two-thirds of the normal New Brunswick lumber cut ordinarily went to the United Kingdom, the United States being the next "heaviest" consumer. The war years brought about an unprecedented demand for New Brunswick lumber from overseas which resulted in all mills working to capacity and many new ones starting up. The termination of hostilities cut off this demand suddenly and definitely and left New Brunswick dealers with large surplus supplies on hand. Up to the present summer there has existed a slackness in demand, with many companies going out of business and others operating at only partial capacity.

The present spring and summer have seen an extraordinary demand from both the United Kingdom and the United States and accumulated stocks have been largely cleaned out. Mills which have been closed down for years have started up again and others have increased their capacities from fifty to one hundred per cent. New Brunswick ports have been experiencing the busiest year in their history. The July customs receipts at St. John were the highest on record. Receipts at Pictou for the month of August were only one-third less than for the whole of last year. Campbellton and other ports have had a record year. This is attributable to the lumber trade. The province's exports in all lines to the end of June had doubled. In the quarter ending that month they amounted to \$751,246, of which the sum of \$650,000 was represented by wood and wood manufactures.

Prospects for Winter's Cut Good.

The cleaning out of accumulated stocks is being followed by great activity on the various limits, and according to government authorities prospects for the lumber trade are very bright. Practically all operations in the business have elaborated plans for the winter period. Government lumber sealers predict that the lumber cut for this season will be double that of last year. Further indications of this important provincial trade are not lacking. The rafting season on the Nashwaak this year concluded a record with more than 20,000,000 feet of lumber brought down, and the company expects to cut 15,000,000 feet this winter. One of the largest deals in Maritime lumber was recently concluded by Hallingworth and Withey when large New Brunswick and Nova Scotia holdings were secured at a price of \$2,000,000. The paper and pulp mill at Bathurst finds such a demand being made for its product that additional is under construction which will make the ultimate capacity of the plant 100 tons of paper per day and employ an additional fifteen hundred men.

Factors which have brought about this fresh demand for New Brunswick softwoods from the United States, together with the fact that the hardwoods of Maine and other states are becoming depleted, is causing a good deal of attention from that country to be directed to the hardwood resources of the Maritime Province. Several Americans interested in hardwood manufactures have been in the province making investigations and have departed very favorably impressed. Little toll has been taken of New Brunswick hardwoods and there is a great wealth of maple, elm, oak, birch, beech and ash in all probability a demand for these lumbering firms in New Brunswick are at the present time directing attention for extending the work of their plants to the manufacture of hardwoods. This opens up prospects of a much more expansive lumber trade between New Brunswick and the United States.

The return to normal conditions of the lumbering industry of New Brunswick is highly pleasing because it is the hinge of provincial prosperity, of prime importance no less to the trade of New Brunswick ports than to the actual lumbering operations and the many industries dependent upon them. The situation existing over the past few years has been an abnormal one due to artificial conditions, and with the depletion of the many woods of the United States and the steady demand from overseas, New Brunswick's industry should consistently be maintained in its present active prosperity.

An Inspection.

Glady's O'Veary had looked at the clock several times and at last Percy Vethers overrode her glances. "You were looking at the clock," he said.

"Yes," she answered with a faint smile.

Then he got up and went over to the mantelpiece and looked at the clock for fully half a minute.

"I don't see anything the matter with it," he said, and returned to his seat.

And he stared an hour longer.

Work for individual, community and national health.

STAR FELLERS



The Caveman's Reach Toward Art.

In harsh climates, a coarse garment of skins such as the first forms, foreign to his own substance, for he already wears of primitive man fashions. He is surrounded by beasts of prey and is assailed constantly by the hostile elements of a still chaotic nature. He sees enemy forces in fire, in storms, in the slightest trembling of foliage or water. In the seasons, even, and in day and night, with the beating of his arteries and the sound of his steps, he gives him the sense of rhythm. Art is, in the beginning, a thing of immediate utility, like the first stammerings of speech; something to designate the objects which surround man, for him to imitate or modify in order that he may use them; man goes no farther. Art cannot yet be an instrument of philosophic generalization, since man could not know how to utilize it. But he forgets that instrument, for he already abstracts from his surroundings some rudimentary laws which applies to his own advantage.

The men and youths range the forests. Their weapons are at first the knotty branch torn from the oak or the elm, the stone picked up from the ground. The women, with the old men and the children, remain hidden in the dwelling, an improvised halting place or grotto. From his first stumbling steps man comes to grips with an ideal—the fleeing beast which represents the immediate future of the tribe; the evening meal, devoured to make muscle for the hunters; milk for the mothers. Woman, on the contrary, has really her only the near and present reality—the meal to prepare; the child to nourish; the skin to be dried; later on the fire to be tended. It is she, doubtless, who finds the first tool and the first pot; it is she who is the first workman. It is she who has realistic and conservative ideas. The human industry takes its beginnings. Perhaps she also assembles teeth and pebbles into necklaces, to draw attention to herself and to please. But her positivist descendant closes the horizon to her and the first veritable artist is man. It is man, the explorer of plains and forests, the navigators of rivers, who comes forth from the caverns to study the constellations and the clouds; it is man, through his idealistic and revolutionary function, who is to take possession of the objects made by his companion, to turn them, little by little, into the instruments that express the great human forces realize that equilibrium which will never be destroyed; woman, the centre of immediate life, who brings up the child and maintains the family in the tradition necessary to social unity; man, the focus of the life of the imagination, who plunges into the unknown, who seeks to preserve society from death through his directing of it into the courses of unbroken evolution.

Alpine Railway Electrification.

At length the electrification of the St. Gotthard Railway that crosses the Swiss Alps, and is one of the great arteries of European traffic, has been completed after about nine years of constant effort.

The result is a triumph of engineering skill and stands as a monument to the determination of the Swiss to be ever in the van of progress. The undertaking involved virtually a reconstruction of the whole railway line, for bridges had to be strengthened or rebuilt, telegraph and telephone lines had to be rebuilt, and repairing sheds and depots had to be extended. Two large power stations had to be built and equipped, one at Amsteg near the northern entrance to the tunnel, and the other at Plotta, about five miles beyond the southern entrance, with five substations for transformation of current at various points along the line.

All the usual advantages of electrification have resulted from this enterprise, in particular the elimination of smoke and fumes in the tunnels. The whole St. Gotthard route, besides being the most picturesque, with its ever changing scenery, is now also, in every sense of the word the most enjoyable in all Switzerland.

Hope Deferred.

Tommy had been playing truant from school, and had spent a long, beautiful day fishing. On his way back he met one of his young cronies, who accosted him with the usual question, "Catch anything?"

"At this, Tommy, in all his consciousness of guilt, quickly responded: "Ain't been home yet."

China has 225 people to each square mile of territory. Japan has 376, and Australia less than two.

For Ocean Flight With 100 Voyagers.

Great things are promised in British aviation for the coming year, not the least of which is the long dreamed of feat of flying round the world. Enough has been learned of the new way, however, to indicate that it is like an "invisible light," which American military scientists reported perfected last year. It is invisible to the naked eye, and requires receiving apparatus, but with such it is said to work perfectly.

The other developments include a giant new Diesel driven plane of 1,500 horsepower and a German visitor that the Croyden baggage wrestlers have christened the Jimmy Wilde of the air. It's a Junker monoplane, all metal, with deep wings holding baggage in the extremities and passengers in the centre section. It carries six passengers with a 150 horsepower motor. It flew from Geisenkirchen to Lympe in one jump, and then up to Croyden, where the Air Ministry is now inspecting it. The wings are without guys or struts, and the carriage is capable of landing in snow or water. The same kind of machine is said to have made the twenty-six hours' flight in America.

The new giant is really only semi-Diesel, and for the first time an engine burning crude oil has been produced at a weight per horsepower making it useful for flying. Coupled with the recently evolved high lift slotted wings for slowing up a landing or increasing the lifting power, Air Ministry experts believe a plane thus powered could fly to any place in the world. Twenty-four hours from New York to London, stopping at the Azores for fuel, on a machine carrying 100 passengers, with two of the new motors, is one of the possibilities being considered. This new engine, which is building at the Beardmore works on the Clyde, is 50 per cent more powerful than any British motor extant, and more than twice the power of any foreign motor. Lack of vibration, elimination of the fire hazard, and reliability are among the qualities claimed for the new machine.

Place of Armistice Signing Marked by Memorials.

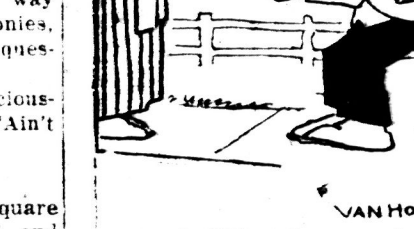
The historic spot in the forest of Compiègne, where the armistice that ended the World War was signed on Nov. 11, 1918, has been cleared, and several impressive memorials have been established to commemorate the incidents of that historic event. A granite slab, inscribed "Les Marchés de Compiègne," has been laid on the exact spot where the train conveying Marshal Foch halted on the military railway, and at some distance from it, a similar slab, inscribed "Les Pénitenciers d'Allemands," has been laid where the train conveying the German envoys halted. Midway between these two slabs, a third one, larger, and with a fitting inscription, marks the spot where the armistice was signed. At the end of the avenue leading from the main clearing to the Armistice Crossroads, a monument has been erected to the memory of the soldiers of France, presented to the town of Compiègne by a Paris newspaper.

Mutual Joy.

The new minister was invited out to tea. He was a bachelor, and when he helped himself to the cake for the third time he looked across the table at the hostess's little girl.

"I don't often have such a good tea as this, my dear," he said smiling.

"We don't, either," said the little girl, smiling. "I'm awful glad you came."



Testing It. Hook Agent "Lady," this book will tell you anything you want to know. Housewife—"What time is it? I want to set the clock."

Doctors as Detectives

A large portion of the modern doctor's activities is devoted to what can only be described as detective work of a very high order.

Whether it be the tracing of some mysterious disease to its hidden cause, or the tracking through various intricate channels of a promising but elusive method of cure, the medical man is frequently compelled to adopt the principles and practice of Sherlock Holmes.

Take, for example, the latest triumph of medical detective methods, the patient and painstaking elaboration of treatment (by means of a "nature-drug") of that dread disease, diabetes.

"Nature-drugs" are those which are prepared by various glands in our own bodies. Physiologists have found the most promising cure for diabetes in one of the juices of the pancreas or sweetbread. This curative extract, called "insulin," is now being prepared from the sweetbread of the calf, and when injected into the diabetic leads to the storing up of sugar.

The failure of the system to store or make proper use of sugar, and its consequent escape from the body, is due to lack of this "insulin" secretion caused by disease of the sweetbread.

Another problem being tackled is that of the occurrence of those vast waves of disease which affect whole continents. This great question is being studied in one or two rooms, the population being represented by mice in place of men. The most interesting fact that has emerged so far is the strange effect on the mouse colony of immigration into it.

As soon as a number of new mice arrive, trouble may be expected. The reason seems to be that a population that remains stationary establishes a kind of working agreement with its besetting sicknesses. These are present, but do not attack. Whenever new-comers arrive the agreement is broken, because some of them are more liable to infection. When these become ill they spread their diseases, because disease becomes more active and dangerous with each individual it attacks. Soon a large part of the population is laid low.

Then, in the event of fresh arrivals, a new working agreement is reached, and the epidemic comes to an end. Here is an explanation of those outbreaks of disease which accompany a war, for example.

Again, malaria remained a mystery until the patient detective work of a doctor proved that it was a bite of a certain genus of mosquito that conveyed the disease to man. Now that the facts are known, destruction of the breeding-places of these mosquitoes is followed by immunity from the disease.

It is owing to successful medical detective work that smallpox and diphtheria have been robbed of much of their terror, its preventive of the one and the antitoxin for the other being the fruit of the following up of certain clues, so elusive as to have escaped observation for generations.

But the greatest achievement was the tracking by Lord Lister of the then totally unsuspected cause of surgical sepsis, hospital gangrene, and other horrors of the operating theatre. To his persistence in seeking together the evidence that pointed to certain agents as the prime movers in wound poisoning and putrefaction, and the devising of successful methods of destroying them and preventing their malignant activities, the world to-day owes the safety with which such operations as those for appendicitis, a variety of the stomach, rupture of the bowel, removal of limb, and so on, are performed.

The Beauty in Music.

The wise Greeks made music a part of their educational system. It was a mixture of grammar, logic, and rhetoric. Their quadrivium, which led practically to what we call master of Arts degree, consisted only of arithmetic, geometry, astronomy and music.

Music in other words, was put upon a level with the highest activities and studies of the human mind. Music had a place in the system of those ancient directors, had a place in the training of manhood, in the training of a rounded, perfect, accomplished man. The educational value of music, as music, calls out and requires the finest faculties and powers of the human soul. As for its performance it does require a peculiar fineness and attainment, and precision and well being of the human body. A man must be in good shape to play well or to sing well, a woman must be fit in order to make music with her fingers or with her voice. The very practice of music lies in itself a beautiful thing, especially the art of singing.

Music is a healthful thing, but the great beauty in music lies in this, in its relation to the soul, to the mind, in this fact it combines in itself obedience to the laws of harmony, and liberation of spirit, the expression of emotion that is within you, the idea of liberty, and the idea of law not set over against each other not in opposition and conflict as some people would teach us to believe, they are in the present date, but liberty and law.

There is nothing to approach music in the making of real citizenship.

New Fowl Cross Between Turkey and Chicken.

A new development in the poultry industry is the production of a fowl that is a cross between a turkey and a chicken. This hybrid has been propagated for four years by a California breeder. He has called the fowls "turkens," and has now quite a large flock of them. The male bird has a gobble and other resemblances to a turkey. The female has a turkey head, but otherwise looks like a chicken. In color they are generally red, and when full grown, weigh from 9 to 14 pounds.

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Is Radium Heating Up the Earth?

Is the earth growing hotter or colder? Old-timers often say we don't have the hard winters that we used to have. Scientists a few years ago believed the earth was a big heated sphere that is gradually cooling off, and that some time it would become too cold for man to inhabit. The discovery of the properties of radium throws new light on this question. Professor Joly, of the Dublin University, believes the earth may be actually growing warmer under the influence of radioactive forces. R. J. Strutt, F.R.S., of London, Eng., who is equally famous in his researches on radium, does not agree, but believes the amount of radium in the earth is sufficient to produce this effect. A middle view is that the heat produced by radium may balance the heat the earth loses, consequently keeping the temperature of the earth constant.

The span of life of an individual is of course, insignificant in comparison with the age of the earth, and so judgments based on individual experience are worthless. Indeed, for as long a period of time as accurate observations of weather and climate have been made, there is no positive evidence of any change in the average temperature of the earth, one way or another. Over long periods of time the averages are uniformly constant. Mild winters for the past two or three years have provoked some discussion of this point, which can only be settled by averages made over a longer period. Scientists have calculated that a regular and continuous surface of a single degree in the average temperature of the earth, no matter how



The New Greek Premier.

General Genatas led the revolutionary movement in Greece and is now the chief figure in the Cabinet. Greece is again attempting the invasion of France.

Caruso's Memorial Candle to Burn for Centuries.

There has been manufactured in New York the largest candle in the world as a memorial to Enrico Caruso, generally conceded to have been the finest tenor singer the world ever heard. This giant candle is 18 feet high, 5 feet in circumference at the base, with a taper to 18 inches at the top, and weighs a ton. It will be shipped to Italy, where it will be placed in the church of Our Lady of Pompeii. It will burn for 24 hours on All Souls' Day, November 2, of every year, and is expected to last for several centuries.

Coasting Down Volcano on Straw Mat

Volcanoes, nature's fiery manifestations of the continual unrest prevailing in the depths of earth, are sources of never-ending interest to man. No exception to this general rule, even though it has been dormant for more than a century, is Popocatepetl, the great volcano 50 miles southeast of Mexico City, Mexico. Every year many tourists journey to that country for the purpose of ascending the historic mountain.

Once on the summit, a wonderful view is presented. Far below, in the valley, is seen the tropical vegetation in all its brilliant coloring. Farther up, the ending of the "tropical zone" may be plainly distinguished, seeming to lay within a stone's throw of each other. Still higher may be clearly perceived the joining of the "temperate" to the "frigid" zone.

Turning away from this beautiful and strange panorama, descent is made into the volcano to the crater

Climbing out of the immense cavity, the descent from the rim over the expanse of glistening snow, to the timber line is begun. During this portion of the return trip, a thrill hunter, with a hiking bag, has an opportunity to satisfy his desire in that respect. The ordinary procedure is for the guide to sit upon a common straw mat, with the tourist behind and tightly clasping him round the waist. The experienced native then grasps the front end of the mat in one hand, turning it up in the form of a toboggan and, by means of the alpenstock, held in the other hand, "pushes off" for the start down the steep incline. Gathering momentum quickly, the mat is soon literally flying over the snow, while the guide, who knows every foot of the route, skillfully avoids the deep crevasses and protruding bowlers, by quick use of his alpenstock, and shortly makes a safe "landing" at the edge of the timber line.—H. A. Lane.