

YOUR OWN SOAP
Cleaning and Disinfecting
Lye Protects Health and Saves Money

her disheveled tresses, her with the jeweled hill... She came it with... force between Nyl-Hau's... the creature pitched... the-D... to free himself of his... Moorhouse did not... died. He heard her... ery and threw Nyl-Hau... discover Chat-Hung fore... bulk through the win... waving his knife behind... he caught his eye. He... floor and, snatching it... the entire clip into the... Presently he saw that... had escaped the fugi... to a corner... whispered softly, "I... your hand..." his knees beside her... he had fainted, but the... ders that his fingers... unresponsive... (to be continued.)

ment for Every Pain.
The Prattle—"If no one... if he does not under... Ho, the sage of China... nance would become un-

ed to marry you, then... her about your rich... "Didn't that make... "Oh, yes, Mary's my

es that Add to Dresses
MAE MARTIN

see how... dresses... by a few... braid and... of home... for dyeing... light you... re to use... bless Dia... Tinting... as by blui... ng takes... ore time... ear like magic... ors. They give all the... ts and shades, with... that redyed look which... erior dyes. Insist on... and save disappoint-

my big new book of... ts, will be sent you... Mae Martin, Diamond... Ontario.

HTMING
SYRUP
HS
ITIS
HMA

more Christie's... are sold every... stained Quality... need popularity... or on the... ways ask for... 's Receipts.

Zeppelin Fuel a Familiar Gas

In Its Pure Form It Has High Compressibility And a Low Specific Gravity That Make It a Convenient Load to Carry

Reports of the transatlantic voyage of the new airship Graf Zeppelin, with Captain Scherer at the helm, have stated that the fuel also carried on the trip to New York is a mysterious "blue" gas. Experts say that the gas is neither mysterious nor blue. This same gas is a form less pure has been used to light rail-road cars in this and other countries for at least a decade, and when used for that purpose has always been referred to as Pintsch gas. It has also been used by farmers in Europe and America as a fuel for cooking and lighting.

Herman Blau of Augsburg, Germany, considered one of the most competent gas engineers of the day, was associated with Julius Pintsch for some time. Pintsch succeeded in manufacturing a hydrocarbon gas which was so compressible that seventeen volumes of it could be squeezed into one. Pintsch, proud of his achievement, though not as ambitious as Blau, named it for himself. Railroads immediately saw the value of the gas as a fuel for lighting coach interiors, since it could be carried in a relatively small container and was as good, if not better, for lighting purposes than any gas discovered up to that time. Manufacturers of harbor boats also were quick to seize upon the possibilities and the gas was used extensively in lighting them.

Search for Fuel Gas
Blau tried in vain to persuade his friend Pintsch to pursue his research, but Pintsch either thought he had reached ultimate success with hydrocarbon gas or was totally indifferent. Blau then made a hydrocarbon gas that, under about 1,900 pounds pressure, with a temperature of minus 50 degrees Fahrenheit, would liquefy, and he gave the product his name. He thought that a much greater quantity could be squeezed into a container than had been possible with the process used by Pintsch. He therefore set out to make some of the lighter hydrocarbons absorb some of the heavier hydrocarbons. He succeeded and produced a gas containing about

1,900 British Thermal Units per cubic foot. Hydrocarbon is the technical name for the by-products of petroleum such as benzene and gasoline. After the petroleum is cut for the fourth time, a gas oil is obtained. This blue used as a base. He used retorts similar in most respects to those employed in the ordinary plant which converts coal into gas, except that they contained iron pipes called vaporizers to keep the oil from coming into contact with the clay retort during the "cracking" process.

Much less heat is used under the retorts when hydrocarbons are the base than when coal is blue used. In his process than Pintsch did in his—employing oil as a base—because Blau wanted to make a gas that could be liquefied under pressure in a proper temperature. He passed the gas from the retorts through suitable tar extractors, scrubbers, coolers and purifier boxes, and after these processes had a fine quality of oil gas which he passed through a compressor and a cooling device, where it was reduced to a liquid state and put into heavy steel cylinders.

Blau gas contains a good many hydrocarbons unsaturated, and because of this fact is a superior fuel for internal combustion engines. It has a specific gravity of 1.04 to 1.08 that is one of the main reasons why it appeared to the German Zeppelin Corporation. One of the main difficulties in carrying liquid fuel in a dirigible is that as the tanks are emptied one after the other during the voyage weight must constantly be shifted.

Blau has recently made claims that he has got his product down to the specific gravity of 1. The first plant for the manufacture of Blau gas was erected in 1903 in Blau's native city of Augsburg, and others were later built in various European cities. Rights to operate under Blau's patents were obtained by a group of men in this country. Recently a factory has been set up in Friedrichshafen, where the Graf Zeppelin, was tested.

Rhodes Scholars Are Affected by Oxford Decision

Age Limit Is Fixed for Those Taking Part in Athletic Contests

London.—The decision by Oxford University not to allow students over 23 to represent the university in interuniversity athletic contests has raised an international question affecting some 200 Rhodes scholars, students from the States and the British overseas dominions. The reason for this is because these students usually proceed to Oxford after taking university degrees in their own homeland and are consequently on an average three or four years older than the British youths who ordinarily go direct from secondary schools. The decision, it is alleged, discriminates against the overseas as compared with the students from the British Isles. Harlan D. Logan, chairman of 25 newly arrived American Rhodes scholars, complains in an interview in the Daily Telegraph that with the growing tendency to choose older men for these scholarships it is going to make it almost impossible for a Rhodes scholar to represent his university and thus win the coveted "blue," the colored coat and cap awarded for athletic prowess. "We are faced," Mr. Logan said, "by the further disappointment of seeing our contemporaries from American colleges come across as independents to Cambridge University and have a full chance, whatever their age may be."

Francis J. Wylie, secretary of the Rhodes Scholarship Fund at Oxford, said that the decision was in no way directed against overseas students, though it affects them. Its object was to prevent immature 18 to 20-year-old youths, who form the bulk of the university students here, from having to compete with trained athletes several years their senior. It applies indifferently to the British as well as to the overseas students. Cambridge was consulted when the new rule was under consideration, but it is not yet known what, if any, similar action is contemplated in that sister institution. The statutory age of Rhodes scholars when appointed is 19 to 25 and the majority has hitherto been between 21 and 22, which is well below the age bar for "blues."

The question has been considered of lowering the 25-year maximum but this was negated because, although the British universities are primarily intended for the training of youths, nevertheless they also desire to welcome a limited number of exceptionally brilliant men for post-graduate courses.

H. "If I had known how sarcastic you were, I would never have married you." She: "You had an opportunity of noticing it. Didn't I say 'This is so certain' when you proposed to me after a three-years' courtship?"

Allenby Sees Growing Trust Among Nations

Beginning Also to Learn from Each Other, He Says at Pilgrims' Dinner

New York.—Continued friendship between people of the United States and Great Britain was urged by Field Marshal Viscount Allenby at a dinner given in his honor by the Pilgrims of the United States here. He made a plea for a more extended study of contemporary history by people generally "as a means of encouraging understanding of the problems of other nations and increasing international friendship." English-speaking people should learn from each other and trust each other, he said. "That is the important thing, and that, I believe, the nations are beginning to do," he continued. "Every country must solve its problems in its own way. No doubt it is true that what one country achieves is a stimulus to other nations. The nations are beginning to study each other and to understand each other, and I believe that this understanding will deepen with the years."

Dr. Nicholas Murray Butler, president of the Pilgrims of the United States, paid a warm tribute to Lord Allenby in a speech of welcome. "The Holy Land was rescued by you from disorder, from rapine, from your destruction, and in their place came sound and just civil administration, the building of roads and railways, the development of agriculture, the provision of water supply and the institution of the attributes of a modern and orderly civilized state," he said.

Nairobi Pleased With Royal Visit

London.—Great appreciation of the visit of the Prince of Wales to native chiefs at their camp at Nairobi, where he presented photographs of himself to the leading Africans, is expressed in a letter to the Nairobi press signed by five paramount chiefs. They say that, above all, they were greatly surprised by the fact that the Prince addressed them in Kiswahili, their native tongue, which he studied while on his voyage to Africa. The Prince visited the site of the Duke of Gloucester's first camp, which is situated 15 miles from Nairobi.

TIME!
A case came before the police court involving the ownership of an eight-day clock. After listening to both sides, the magistrate turned to the plaintiff. "You got the clock," he said gravely. "And what do I get?" asked the accused. "You got the eight days," replied the magistrate.



CANADIAN HORSE WON IN STRONG COMPETITION
Sir Clifford Sifton's "The Wizard" making the hurdles to win first prize in the class for hunters' jumpers at the Brockton, Mass., horse show.

Lord Birkenhead Resigns From British Cabinet

Secretary for India to Enter Finance Field to Recoup Fortunes, London Believes

London.—The immediate resignation of Lord Birkenhead, Secretary of State for India, was announced in "The London Times." Reports of his withdrawal from public life have been long current, but it had been generally understood that he would wait until the next general election to avoid embarrassing the Conservative party. After several conferences with Stanley Baldwin, Prime Minister, in London, it was agreed, according to "The Times," that the resignation be accepted at once. The plans of Lord Birkenhead are not known. One persistent report indicates that he is going to accept a lucrative position with a big financial firm in "the city," while another says that he has a contract with one of the large London newspapers.

His resignation is considered a blow to the Conservative party in that he was one of its most formidable contravertalsists. RISE WAS RAPID AND STEADY.
Frederick Edwin Smith's rise to fame was both rapid and steady. Born July 12, 1872, he was educated at Birkenhead School and Wadham College, Oxford, where he was a classical scholar and president of the Oxford Union. After entering upon the practice of law and lecturing on legal subjects, he was made a privy councillor in 1911, was knighted in 1915 and became a baronet in 1918. He was created a baron in 1919, a viscount in 1921 and first Earl of Birkenhead in 1922. He served as lord chancellor from 1919 to 1922, and has been secretary of state for India since November, 1924. He is said to have referred to the Baldwin Cabinet in which he served as "this cabinet of second-class brains."

Lord Birkenhead saw active service during the war, and was honored as Lord Rector of Glasgow University in 1922, and as honorary Doctor of Civil Law and High Steward of Oxford University in the same year. Besides works on the law, he has published books on travel, essays, criticism and army memoirs.

Canadian Labor Ruling Opposed by Department

Immigration Officers Think Law is Jeopardized by Decision of Court

Washington.—Immigration officials of the Department of Labor feel that the issue between the United States and Canada over the admission of commuting Canadian workers is not settled by the decision just made by the Supreme Court.

It can be said on the highest authority that the chiefs of the immigration service feel that the court's ruling was on a technical point and that the essence of the immigration law would be jeopardized if the issue were to be held in abeyance. A new test of the law is expected shortly in a case that will clear up the matter or else congressional action that will accomplish the same purpose.

The Supreme Court refused to review decisions of a lower court involving the passage of Canadian citizens for business purposes over the international boundary. The lower court held that the Canadians concerned, who were employed in the United States, and crossed the border daily, were "nonimmigrants" under Section 3 of the Immigration Act of 1924, and that under the Jay Treaty of 1794 they were privileged to cross and recross the border for the purpose of business and commerce.

The contention of the Department of Labor is that Europeans who have come to Canada and taken out naturalization papers are not "Canadians," in the interpretation of the United States immigration law, but come under the quota provisions of their country of origin. The department makes no denial of the right of nativeborn Canadians to unrestricted passage back and forth across the border. At the back of their strong opposition to the present ambiguous condition, is the apprehension that increasing numbers of Europeans will settle along the border and work in the United States, under their asserted Canadian status.

"Bridegrooms are usually shy," says a woman M.P.—They realize they've said too much.

Radio Operator Wins Honor for Valor at Sea

J. E. Croney Presented With Medal and \$100 for Saving Crew of Indiana Harbor

Honors have been paid Joseph E. Croney for heroic service as radio operator aboard the ill-fated steamer Indiana Harbor, which was wrecked off the Humboldt coast 185 miles north of San Francisco, on May 18, 1927.

In recognition of his loyalty and valor, Croney was presented with a medal together with a cheque for \$100 and a copy of resolutions passed by the board of directors of the Radio Corporation of America. Croney, who is thirty-three years old and was a wireless operator in the merchant marine during the World War, was the hero of the wreck of the Indiana Harbor. The ship was in such a position that it was impossible for a sailing ship to reach it, and rescue was a matter of waiting until the storm subsided sufficiently to make it possible and safe to get a breeches buoy abroad. He remained at his wireless key for seventy-two hours.

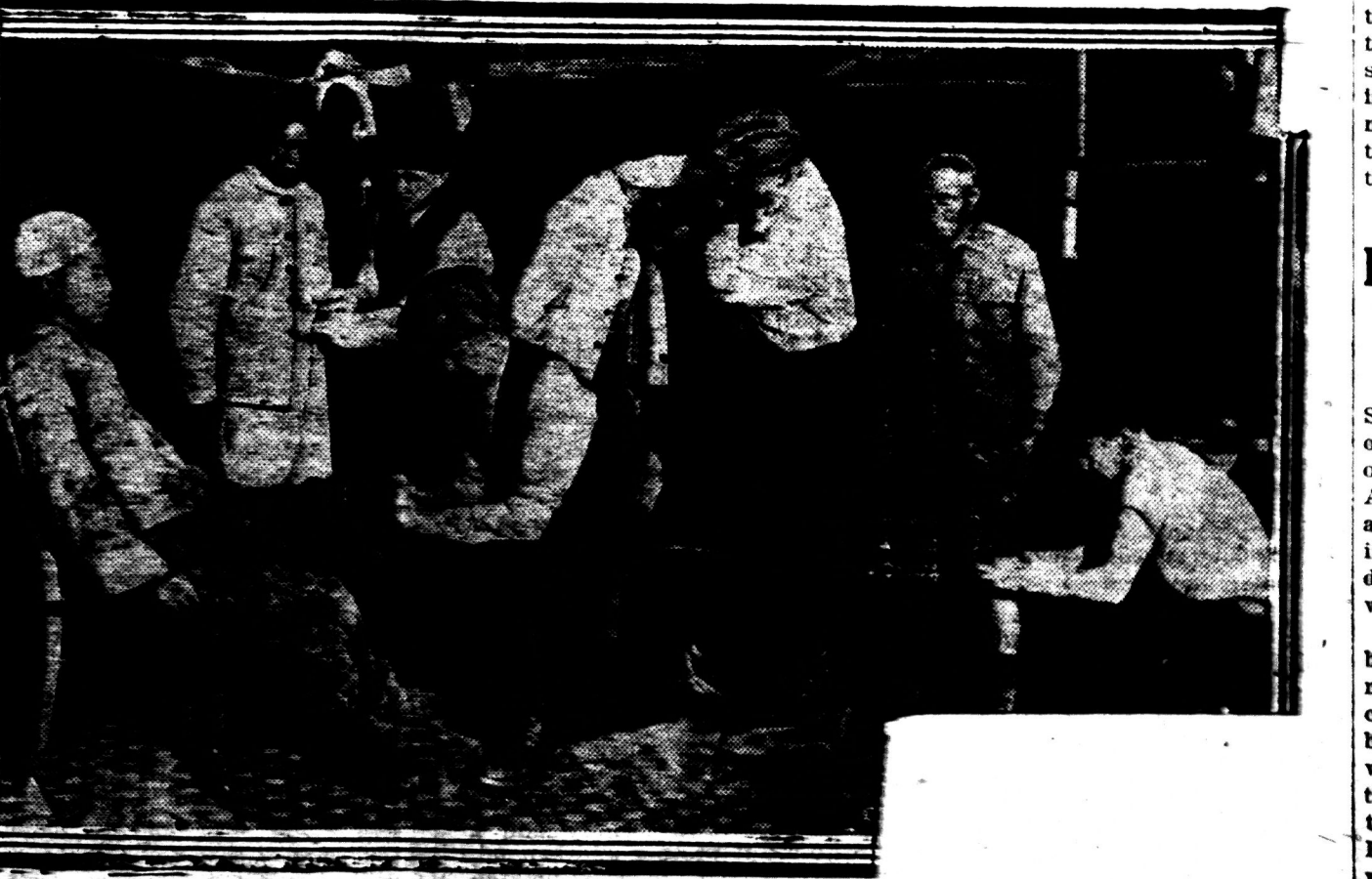
During the greater part of the time heavy seas were hacking at the vessel and here was danger of its going to pieces at any moment. The ship's power was dead and he had to depend on storage batteries. Instead of taxing these by sending useless signals during the daytime, he used the wig-wag system to communicate with the vessels standing by. During the night he sent only vital messages, and even these, instead of wasting his power on long distance, he sent to near-by ships and asked them to relay.

Australian Labor Difficulties

Lloyd's List (London): The position has become serious not only for shipowners but for Australian exporters too, for in the present competitive state of the world's markets it is essential that costs should be down to the minimum. If Australia is to become a factor in international trade and maintain the position she has already established these facts will have to be faced and faced at once.

"It was Adam who put 'mar' into marriage," says a woman writer. But who was responsible for the rage.

Fighting the Dope Carriers in the U. S.



MAKING SEIZURE OF \$1,500,000 WORTH OF OPIUM
Customs officers at Jersey City searching four Chinese members of the crew of the steamship President Harbo. The largest seizure of narcotics on record was made.

Lord Melchett Traces British Trade Policies

Defends Business Men as Effective Adjuncts to Economical Systems

Great Britain is following the example of American industry in amalgamation of companies in the same general line in order to curb unregulated production and uneconomic management, Lord Melchett (Sir Alfred Mond), one of the outstanding figures in the British industrial world, told members of the Boston Chamber of Commerce in an address.

Britain is not out for economic war, he said, in referring to the chemical combine of four great companies known as the British Imperial Chemical Industries, Ltd., of which he is chairman, and which, he said, caused worldwide comment at the time. He pointed out that the United States Steel Company produces more steel than the total production of England, France, Germany and Belgium combined.

Mass production is an American invention, he said, possible in the United States because of the magnitude of its population, great consuming capacity and prosperity. "Four prosperity is largely due to free trade, but you Americans don't know it," he said, pointing to unity of the states from coast to coast, with no tariff barriers, one language and one currency.

Trend Toward Diversity
"English production is necessarily on a smaller scale, and the aim is for quality rather than quantity," he said. The United States makes goods for millions, he stated. Lord Melchett said that the trend today is toward new and diversified industries. He pointed to the New England textile depression as a parallel of what is going on in England.

The capacity of the mills is too great; unemployment is considerable and profits are too lean. This is leading toward a rationalization of industry so that there may be a proper regulation of output to closer meet demand. "Unregulated competition, he went on, leads to ruinous price cutting then production is at the expense of plant; capital falls to come forth to remedy the situation and industries go down.

Industry is migrating, following natural sources, he continued, and in Great Britain, the great industrial north of England is working to the south, which once was not industrial, but is now becoming highly industrialized. The coal industry is going through a transformation, with east coast of England fields producing coal \$1 per ton less than the older mines on the west coast. Amalgamation and combination in the coal fields to regulate production to consumption was recommended by Lord Melchett.

More modern ideas in business organization and industry was advocated by the speaker. In England more trust is being reposed in young men than ever before. Three factors in modern industry, he said, are workmen, capitalists, and management. All are interdependent upon the other and Lord Melchett visualized a trinity of the three "that must be recognized"—not antagonism but a co-partnership.

Explains "Episode of 1776"
Greeted at the luncheon by Gov. Alvan T. Fuller of Massachusetts and Frank S. Deland, Boston corporation counsel, Lord Melchett was reminded by Governor Fuller of the amity of many years' standing between England and the United States, and the "ties that bind," which "make the world safer for democracy," than the attention once paid to colonial historical events.

Lord Melchett responded with an interpretation of the "disastrous episode of 1776." He described the Revolutionary War as one resulting from "Englishmen in America, failing to agree with a German king in England," and continued that there was no doubt that if there had been a British sovereign in power to hear the complaints of his countrymen in America, the conflict would never have taken place. The years have healed the breach between the nations, he said, and now the feeling in England is one of apology and regret when notice is taken of this country's contribution on the fields of France in the World War.

Empire Flying Boat Uses Seaplane Dock

London.—A test was made at Southampton by the Imperial Airways of the value for commercial purposes of the Royal Air Force seaplane dock. An empire flying boat was docked and certain routine work of overhauling was carried out. The seaplane dock lent for the purpose is normally with the fleet at Portland.

The speed with which aircraft can be docked and the time required for normal maintenance operations, as compared with that needed in a shore base, were considered. Further tests will be made to determine whether there would be any financial advantage in using a floating dock on the England, India, and Australia route, which will be operated by flying boats.

No farm relief like burning the old mortgage.—Boston Herald.