

MRS. M. R. MENSCHEL, Formerly Louise Black, daughter of the late George Black and Mrs. Black, of Grand Forks, and for years a resident of Wapakoneta, Ohio, is visiting her brother Richard in Honolulu. Richard, it will be remembered, was a member of the Byrd party in Antarctica two years ago, and is now stationed in the Pacific in the service of the department of the interior. He was in charge of the preparations for the landing of Amelia Earhart at Howland island, the tiny dot in the Pacific which Miss Earhart and her navigator failed to reach. Mrs. Menschel writes a chatty letter about scenes and experiences in Hawaii and her letter will be reproduced in this column today and Tuesday. The first installment reads:

"HERE WE ARE IN Honolulu, the land of charm and (Sunshine, liquid moonshine too. It rains while the sun or the moon is shining, but no one stops activity because of this misty rain.

"We are having a most wonderful time seeing the sights in this grand and glorious place. I wish that all of you, my friends back home, could be with us to enjoy this tropical region. Yes it's the tropics but not as hot as back in Ohio. It is a different kind of heat. The sun gets very hot but there is always a breeze—the trade winds. However, "Old Sol" is very wicked to some of us fair skins here. The trouble is, when in the water one doesn't realize he is getting burned until the deed is done. We were warned not to go in the surf during the mid day but once we forgot the warning because friends could accompany us between 10 and 12 o'clock. We had a great deal of fun with my brother's surf board but we paid for it afterwards. Bob and Dick didn't wear shirts for several days. I suffered greatly too. Our poor shoulders, necks, backs and faces! If you have ever been sunburned, badly, you know what we went through. The violet rays of the sun are much in evidence here.

"WE HAVE HAD THRILLING experiences ever since leaving home on June 14. We visited old friends at two different places in New Mexico. We went in a bus across the South West desert for 60 miles—between Las Cruces and Doming. The odd beauty of the desert with its yucca and cactus is fascinating. We also had the privilege of visiting at a huge cattle ranch. Next came Los Angeles and Long Beach, Calif., where we were wonderfully entertained by old time friends. The auto rides over 150 miles in the Long Beach vicinity showed me how much the country has developed in the past few years—beautiful and magnificent homes and business blocks on spots that were ocean a few years ago.

"WHEN THE EVENING FOR sailing arrived, friends picked us up—bag and baggage and took us to the ship, the beautiful Mariposa. We got established in our new home on the ship and there greeted friends who came to say: "Bon Voyage". Merriment ran high for some time, but then the gong sounded which said: "All visitors ashore". Then followed the good byes and our friends were lost in the crowd, as they went out onto the deck. We spied them again just as the ship began to move and waved as long as we could see them. The serpentine custom is an interesting and beautiful way of bidding farewell. Friends on the dock and those on the ship are bound together by means of the many colored paper streamers, which those on the ship throw out, until the outward movement of the boat stretches them to their capacity and they snap. Thus amid the singing and playing of Aloha (Farewell to Thee) the connection between land and sea was severed and we were off on the deep.

"IT WAS A STRANGE Feeling that came over me as we left the dock and friends. The fact that our "hubby" and "daddy" was left so far behind, and that the ocean, a good portion of it, would soon be between us, gave me a feeling of remorse and dread. But the ship was now making her way out to sea and there was no turning back. But we were going towards my mother and brother. We sailed at 10 P. M. We hatched the lights of the beach cities fade away in the distance and then after getting two tired boys to bed I went to the writing room where I wrote letters home.

"In the night I was awakened by the tumbling and tossing of the ship and the splashing of water. The sea had become rough and we spent the first day of our trip in bed. Seasickness is really not any fun. Nearly everyone on board kept his bed that first day. But by evening the wind died down and the rest of the voyage was ideal. We were able to enjoy every meal and wonderful meals they were. The Mariposa is a beautiful ship— much like a magnificent hotel. We spent our time playing games: deck tennis, ping pong, shuffle board; walking the deck, watching the water, the sky and the flying fish; writing cards and reading. Time went by very fast. Every evening from 9 o'clock until midnight there was a dance and on two evening we enjoyed splendid movies of "The Island of Oahu" and "The Island of Hawaii".

"IN THE DECK CHAIRS close to ours we found two Youngstown, Ohio, school teachers, Georgia Reed from Andover, Ohio and Mabel Christy of Youngstown Miss Christy teaches with Norma Wintzer at East High, Youngstown —Norma—I hope that you are at home and see this. We have seen these girls a couple of times since reaching Honolulu. They are studying at the university here.

"Five nights and four days on the deep and then Honolulu! The last evening aboard was exciting. The captain's dinner was an interesting affair, tables being made festive with balloons and flags. We all wore paper caps.

"Speaking of the captain reminds me of the fact that I became acquainted with him. He gave his son instructions to show us "the bridge" of the ship. Bob and Dick appreciated learning how a ship is run.

"After our packing was done ready for our arrival in the morrow we went out on deck to feast on the beauties

of the last night aboard. The moon playing peek-a-boo with the clouds, casting a spotlight across the water, made a most exquisite sight. The . stars with their enchanting brilliance ensured us that:

"God's in His heaven

All's right with the world."

"AFTER A FEW HOURS OF sleep we were again alert, ready to witness the dawn and the approaching islands. The last half hour of night was very dark. Suddenly along with the first signs of dawn came the first glimpse of Molokai — one of the islands — Land! Land! What thrill! It looked like a great cloud along the horizon. Color was seeping thinly into things — the unveiling of the islands. Someone said: "It's just like a Maxfield Parrish painting." Shades of beautiful green flooded the mountain peaks, down the slopes and into valleys to the sea. The dark greens were Koa forests (the Hawaiian Mahogany); the lighter yellow greens were Kukui trees; the broad patches of blue green were pineapple fields, and the pistachio greens were sugar cane. The rust red and copper lines that surrounded the color patches were roads in the red lava dust of the soil.

"HONOLULU — ON THE Island Oahu — the capital city of the seven islands spreads along the beach and up valleys to the high walls of mountains. Honolulu has so many interesting, and beautiful spots that it is almost impossible to give you much of an idea about them.

"Waikiki beach is generally about the first point of interest one wishes to see. There it lay—the beach famed in song and story that has become one of the world's most famous recreation places. It is situated about three miles from the steamer docks and nestles in the shadow of Diamond Head, famous land mark of the Pacific— Diamond Head, an old extinct crater "crouched like a headless sphinx with its paws in the sea guarding the tropical city."

SUNDAY'S COLUMN Contained part of a letter from Mrs. M. R. Menschel (Louise Black) giving a description of her voyage to Honolulu where she is now visiting her brother Richard. The letter continued today, dealing more particularly with experiences in Hawaii itself:

"As we plowed along towards the docks we saw launches and canoes approaching. Their passengers climbed the rope ladders and were with us with their leis and happy greetings. We were to receive our leis on the pier.

"Moving up along the piers our attention was called to the people that crowded them. Anxiously scanning the crowds for our loved ones' faces we finally spied them. Such a thrill! Again I thought as I have thought so many times, "If Max were only here"! We neared the dock as the band played and the chorus sang "Aloha" a song and a word which means "welcome", "friendship", "good wishes" as well as "I love you" and "farewell". Aloha is played when ships arrive—also when they depart. It is a beautiful custom.

"FLOWERS WERE Everywhere. A feeling that was hospitable and welcoming flowed from the crowd on the pier to the ship enveloping stranger and friend alike. We hurried down the gang plank where we were fairly swamped with leis. This custom is solely a Hawaiian one and its beauty makes a lasting impression upon everyone who visits here. Friends who meet the ship hang flower leis around the necks of the friends who arrive. As they do so they say "Aloha" and that means welcome, hospitality and friendship". Those leis, made of plumeria, gardenias, carnations, maunaloa and many others, will remain in our memories as long as we can remember, as a symbol of the hospitality which is Hawaii's own. It is a hospitality so generous, so splendid that it overwhelms one.

"OUR BAGGAGE WAS FOUND, our pictures were snapped by the newspaper photographers and we were packed into cars and taken along beautiful avenues massed with graceful palms, bright flowers and brilliant foliage to the home of my brother at Waikiki—a home set among hibiscus, morning glories, bougainvillea, coconut palms, etc. Even a monkey is in the adjoining yard to cause excitement and sometimes a bit of suffering for Mr. Monkey sometimes scratches and bites.

"BUSY DAYS HAVE Followed even since our arrival. This is no place to rest except as a change is a rest. There is always so much doing here. It seems to the tourist that all one does here is to have a good time. Honolulu is one continuous whirl of gaiety. Every boat brings visitors and they must be entertained in the generous tradition of Hawaii. Dances, beach parties, teas and receptions crowd the calendar. I never saw so much spontaneous friendliness. The genius for entertaining delightfully is a heritage of all island people. Large lanais (porches) for dancing are as important to a house here as a bathroom.

"I HAVE BEEN TO SOME OF these parties. I was in the receiving line at a lovely reception and there met people who know Mr. Roy Layton and the David Herman family. I also found three Oberlin friends, two of whom live here; the third is enroute to the continent from his home in Japan. Honolulu is indeed the crossroads of the world. I received a thrill one day when Polly Pitthan, formerly of Wapakoneta, now a Physical Education teacher in Los Angeles, phoned to me here. She had learned through the paper that we were in Honolulu. She is spending the summer here. We got together the first time at Pearl Harbor when the China Clipper left for the mainland. So the world isn't so large after all.

"HONOLULU, FIVE DAYS OUT in the Pacific, largely Oriental, is a thoroughly modern city with all of the advantages of civilization yet with the charm of a little village. It is not only in Wapakoneta that everyone seems to be related to everyone else. Malihinis (newcomers) are warned to keep close guard on their tongues when discussing anyone here for the person discussed is apt to be a relative of the one to whom he is talking.

"A HONOLULU MAN Credited the peculiar charm of the Island people to the following reason: "if you're born here you have the tropics in your blood; if not, you must have had a screw loose or a germ of adventure to bring you here in the first place. That gives anyone charm.

"People are very democratic here. Everyone is friendly to everybody else. Informality is found everywhere. No matter what style of clothes one wears he always finds more of the same kind. Bathing suits are always in vogue—at any hour of the day or evening. One sees evening or formal dresses, street dresses, beach suits and bathing suits at one glance. So one is always in style.

"The Waikiki Beach proper lies along the frontage of the Royal Hawaiian and Moana Hotels—and the Outrigger Canoe club. At the Royal Hawaiian one pays \$25.00 upward per day for a room. My brother's home is a block from the first of these hotels and a block from the ocean.

"THE HAWAII TOURIST Bureau issues a daily bulletin informing visitors of interesting events in Honolulu. There are the native feasts called "luanus," the native dances or "hulas", the dancing at night clubs, etc. Regular dances are held at the hotels and are festive affairs. Imagine the joy of dancing on the lanais (porches) of the hotels with the Hawaiian orchestra and the pounding breakers for music. The Hawaiian troupes performing under the great banyan tree in the banyan court of the Moana hotel add a wonderfully pleasing touch to this natural beauty spot. This huge banyan tree sends up many trunks which spread to great distances making a regular canopy, then a trunk will drop to the ground and take root and another tree grows in the same way. Tourists are to be seen everywhere, lounging in the banyan court swings, strolling the beach, swimming, or dancing on the lanai.

"ONE OF HAWAII'S outstanding masterpieces is the view from the Pali, a 6 ½ mile ride from down town. The highway threads through beautiful garden spots, past exquisite homes on the climb to the 1200 foot elevation. The view from the Pali (meaning cliff) is breathtaking—giving one a grand view of part of Oahu. In the distance can be seen the foam of the splashing surf against the broad expanse of greens, blues and lavenders—a most gorgeous and awe inspiring sight! The beautiful Pacific! It was from this cliff that the warriors of Kamehameha the Great hurled the enemy troops of Oahu in 1795. At this Pali observation point the wind rushes in from the ocean with such force that it is almost impossible to walk against it.

"THE TANTALUS DRIVE gives one a splendid view of the city, Diamond Head, Koko Head and Koko Crater. A change in temperature can be noticed as one gains height winding through the mountain forests. Lovely homes are nestled in these lovely wooded places.

"Other inspiring views can be gained from Wilhemina Rise and Punch Bowl. At Punch Bowl arrows pointing in every direction give the distances from here to San Francisco, Manila, Japan, New Zealand, etc.

"Honolulu is famous for its display of night blooming cereus, which blooms only at night. Flowering trees are abundant in the city. Some of these are the Poinciana Regia, African Tulip and the Pink and Golden Shower trees. In many acres that surround the Royal Hawaiian Hotel there is such a variety of vegetation that one is amazed.

"Honolulu is the Pineapple Capital of the world. The largest pineapple canneries in existence are here. At these plants complete facilities for entertainment and guidance of guests are provided. I should love to send you all some of these delicious, sweet pineapples. They are so much more luscious when picked ripe. I had the pleasure of picking a couple and had my picture snapped. We also picked a banana.

WE ARE NOT SURE YET when we will start home. The Amelia Earhart tragedy has upset our plans here considerably. My brother has been on the "Itasca", Coast Guard Cutter, helping in the search and because of that has had his business trip to Jarvis Island delayed. But a radiogram the other day tells us he will be home about next Saturday. I have not seen him yet, for he had gone to the South Seas before we arrived. He was at Howland Island waiting to receive poor Amelia. Her disappearance has caused much excitement and sorrow here. My brother will be here a few days, then go to Jarvis to replace a few of the men there and furnish new supplies and equipment for the island personnel. He will then return and go to the coast where at Berkeley sometime in August he is to be married to a girl he met here.

There is much more that I could tell about this fascinating place. An airplane trip to Hawaii, where the volcano Kilauea erupts frequently, would be wonderful but I guess we will have to leave that for our next visit to the islands, and then I'd like to bring you all along.

Aloha, MARY LOUISE MENSCHEL.

P. S. "This was originally written for my Ohio paper at home but have decided to send it in to my old home folks too — those of Grand Forks. And for Grand Forks people especially, let me say that at the reception I mentioned, I found myself shaking hands with Mrs. Whithead, formerly of Grand Forks. Ruth and Alex Budge are here also but they are away this summer."

MRS. J. E. EASTGATE OF Larimore, has noted in this column mention of an Appleton's Fourth reader. She has two of those readers, also a Fifth reader by the same firm. The Appleton series came later than McGuffey's, and contained much of the same material. Mrs. Eastgate has another possession which it would be hard to duplicate, namely, a pair of copper-toed boots. While she does not say I assume they are boy's boots. My recollection on the subject is hazy, but I do not recall that girl's shoes had copper toes. But both boots and shoes for boys were fitted with copper toes. And how they glistened! And to put the finishing touch on, the boots had red tops.

I HAVE MENTIONED THAT the grandfather with whom I lived was a shoemaker. In my time he worked at that trade only occasionally, to keep his hand in, but he made the boots and shoes for the family. And I remember how eagerly I watched the construction of a pair of top boots, the fixing in of the copper toes and the careful stitching of the red Morocco leather that adorned the tops.

WE OFTEN HEAR WITH amusement of people putting their shoes on the wrong feet. But the making of shoes right and left is a modern innovation. At one time shoes were made on a straight last, so that they could be worn on either foot. I never wore "straight" shoes, but in my time they were not at all uncommon, and they must have been mighty uncomfortable. It was the practice of those who wore them to change them from right to left frequently as to equalize the wear.

NOT ALL OF THE OLD HAND-made shoes were coarse and clumsy. My grandfather turned out some fine ladies' shoes made of thin, soft leather, probably kid. Sometimes they were lined and the edges were bound in light leather with fine stitches. When the family was actively in the shoe business the binding was my grandmother's job, and she made every stitch perfect. There were no union rules then, and the work began in the early morning and often lasted far into the night. The illumination was by a tallow candle. Yet those people didn't seem to realize that they were having a tough time of it.

LOOKING ACROSS AT MY neighbor's petunias I just noticed what I thought at first was a humming bird moving from blossom to blossom. Then in the fleeting glance that I got I thought it was not quite like a humming bird, and it may have been a hawk moth, which is surprisingly like the humming bird. Several times I have been told of flocks of humming birds that have visited gardens. But humming birds do not congregate in flocks, and hawk moths do, and at a little distance it is almost impossible to tell the two apart. If you have a bed of four-o'clocks it will be almost sure to attract many hawk moths in the late afternoon when the blossoms open.

THE HUMMING BIRD IS swift and elusive, but I have had them remain perched within a few feet of me. Naturalists say that the humming bird is one of the most courageous fighters of the bird kingdom, and that it will attack any creature, large or small, with the greatest ferocity in defense of its nest and young. Weasels and snakes retire in disorder before its onslaughts. It is so agile that it is almost impossible to strike it, and it attacks by darting its sharp bill swiftly at the eyes of its enemy. Before such an attack size and strength are useless.

YOU CAN TAKE OUT Indemnity insurance to cover damage done by your dog while off the home premises. A friend of mine wants to know if anyone writes insurance to protect one against the howling of cats at night.

MANY OF THE FIELDS IN the vicinity of the Lake of the Woods and Rainy river are inundated, and some of the farmers will be obliged to go back to first principles and cut by hand in order to save part of the crop. An immense volume of water is now coming down the rivers, and the water is so high that it has set afloat driftwood that has lain stranded high on the banks for years. Abundance of water is not confined to this northern basin. More water is flowing over Niagara Falls than has been seen there for many years. The Niagara, of course, is receiving a lot of water from the district which was so badly flooded a few months ago. While the bulk of that water went down the Mississippi, there are areas of considerable extent in Pennsylvania, Ohio and Indiana which drain into Lake Erie, and this has swollen the Niagara.

MANY PERSONS NOW Living in the northwest remember the two Riel rebellions which in 1869 and again in 1885, convulsed the Canadian prairie territory. Dr. R. D. Campbell, of Grand Forks, served as a volunteer in the Canadian forces in 1885 when the rebellion of that year was suppressed. George B. Winship, founder of the Herald, was working as a printer in Fort Garry, now Winnipeg, during the first rebellion, and I have heard him describe the confusion that reigned in that frontier town when Riel and his supporters took possession. The printing plant of the Norwester, on which Mr. Winship worked, was wrecked by the insurgents.

ONE EVENT, WHICH Created a storm of anger, was the cold-blooded killing, by Riel's orders, of Thomas Scott, a prominent orangeman from Ontario. Scott was seized by the rebels, was given a trial of some sort, and was taken out and shot. All that is a matter of history. Only recently I learned from a Winnipeg man that Scott's body was disposed of in some unknown manner, and that the mystery surrounding its disposal has not been cleared up to this day. My informant, a prominent Winnipeg attorney, said that the secret was known to only a few persons at the time, and that it has been transmitted to others, but that persons who are understood to have the information still refuse to divulge it.

THE TWO RIEL REBELLIONS seem to have resulted from a combination of causes, among which were actual injustices suffered by the Metis, of half-breeds of the Canadian northwest, baseless fears that the wrongs were to be increased and perpetuated, the undisciplined character of an irresponsible leader, the activity of agitators and of scalawags of various types, and the ineptness of politicians in Ottawa.

THE FIRST REBELLION Occurred during the period when the Canadian dominion government was arranging to take over the government of the vast northwestern area from the Hudson's Bay company. For a time there was no effective government of any kind, and the Metis did not know to whom to appeal for redress of grievances of which they complained, sometimes justly, sometimes without real reason. Louis Riel, a native of St. Boniface, of a French family, but with an admixture of Indian blood, an erratic, dreamy young man, placed himself at the head of a band of malcontents and undertook to organize a provisional government. It is said that at the beginning his intentions were laudable, and that he wished merely to maintain order until a regular government could take charge.

UNFORTUNATELY, HE WAS exceedingly vain, and was carried away by the flattery of lawless persons who persuaded him that he was a great leader, and he imagined himself destined to be the ruler of a great northwestern empire. He defied the government, and the small company of white inhabitants were unable to cope with him. Troops were sent from the east under the command of Colonel Wolseley, afterward Lord Wolseley, who reached Fort Garry after incredible hardships on their long march through the wilderness. Riel took flight and the rebellion was quashed.

WITHIN A FEW YEARS RIEL was elected to the Dominion parliament and went to Ottawa, but he was not permitted to take his seat. In 1885 he headed another rebellion of disaffected Metis. That outbreak was quashed after some lively engagements. On that occasion Riel was captured. He was tried at Regina, convicted of treason, and hanged.

FOR SOME TIME BETWEEN his two rebellions Riel was a patient in an insane hospital. His case seems to have been that of a man, originally well-meaning, but of undependable mentality, vain and capricious, who was carried away by visions of grandeur and power until he became a menace to society.

ON THE MOE FARM NEAR Bygland I was shown some of the work of a colony of army worms, which seems to be the classification assigned to one of this season's pests after some doubt as to its identity. The worms first infested a field of oats. When the oats were cut they moved across the farm road to a field of corn and for a short time confined their operations to the first two rows in a section of rather low ground. Gradually they spread, and on my visit they had attacked about ten rows. They are about two inches long at the present stage, dark brown and as thick as a large pencil. They had eaten through the foliage and central shoots of the oats rather than the grain, and the heads, thus cut off, had fallen to the ground, which is covered with partly ripened oats. In the corn field they strip the leaves, leaving many of the stalks bare.

A REUNION OF THE FAMILY the late F. A. Wardwell, for many years publisher of the Pembina Pioneer-Express, was held a few days ago at Colorado Springs, where the publisher's widow, now aged 79, is visiting her son, Robert W. Wardwell and his family. Mr. and Mrs. Wardwell were the parents of 11 children, all born in Pembina, all of whom are now living, the youngest 34 years of age. Eight of the 11 were present at the reunion. The Colorado Springs Gazette lists in attendance in addition to the local family Miss Marjorie Wardwell, of Long Beach, Calif.; Mrs. Edith Zimmerman, of Portland, Ore.; T. M. Wardwell, of Rhineland, Wis.; Mr. and Mrs. A. R. C. Wardwell and two children, of Los Angeles; Mr. and Mrs. F. C. Wardwell and child, of Albuquerque, N. M.; Mr. and Mrs. S. L. Wardwell, of Washington, D. C., and Mrs. Mabel Fidelke, of Colorado Springs. Mrs. Bird Coburn of Long Beach and Frank Wardwell, of San Jose, were unable to be present.

FRANK A. WARDWELL WAS one of the pioneer newspaper men of North Dakota, and at the annual meeting of the North Dakota Press association memorial exercises in his honor were held and his portrait was unveiled, to be placed in the newspaper Hall of Fame at the University of North Dakota. Mrs. Wardwell, despite her great age, is active and vigorous. She will spend several weeks visiting relatives in Oregon and California before returning to her home at Long Beach.

ON THE WESTERN SHORE of Lake Winnipeg are two Icelandic settlements, Gimli and Hecla, the latter named after the famous Icelandic volcano. Gimli was the birthplace of Vilhjalmur Stefansson. From those settlements, established many years ago, came the Icelandic families who made their homes in western Pembina county. The Manitoba settlements have continued, and substantial homes have been built there by descendants of the original inhabitants.

OUR BOAT STOPPED ONLY at Hecla, and in the brief stay we had opportunity to observe the well-kept appearance of the place, the neat church building, handsome school and attractive private homes. It is in every way a modern community. As we were approaching the landing one of the ship's officers said to me, "There is one Manitoba community where there is no one on relief." Evidently the tradition of industry, thrift and independence has persisted among those people down to the third and fourth generations.

THE GREATER PART OF eastern North Dakota has already received this year almost as many inches of water as the normal for an entire year. Before the end of the year there should be a considerable excess. But the accumulated deficiency, extending back over several years, is far greater than any excess that is likely for this year. Must all that deficiency be made up before the earth reaches its normal state of saturation and the ground water reaches its normal level? That is a question for water experts. Such factors as evaporation and run-off enter into it and make it too complicated for the man on the street.

ONE FACT WHICH MANY persons have noticed is that during the past few years the earth has shrunk perceptibly. Clay, as everyone knows, expands with moisture and shrinks as it dries out. During the excessively dry period the earth has shrunk away from basement walls, leaving crevices of considerable size. There has also been a perpendicular shrinkage, depending on the degree of dryness. As the water content of soil may vary considerably within a few feet, there has been some uneven settlement of buildings. Now that we are having more water, will this condition correct itself, or will buildings be given a new twist as the earth begins to hump itself again?

INSTEAD OF DROUTH THERE are flood conditions along the border between Canada and northern Minnesota. Heavy rains have swollen all the streams in that area and low lands which have been dry for years are now badly flooded. The excess water is gradually finding its way into the Red river and the Lake of the Woods, to be discharged ultimately into Hudson's bay, where it will do no one any good or harm.

According to its custom nature has solved the water problem for the Red river valley for the time being. Nature has done that a great many times. But periodically the problem presents itself afresh. Years of drouth succeed those of abundant water, the soil becomes parched, the rivers shrink, lakes and ponds dry up and communities suffer great inconvenience and often are subjected to grave danger because of failure of their water supply.

FOR COMMUNITIES IN THE Red Lake river basin or tributary to it, which includes Thief River Falls, Red Lake Falls, Crookston, East Grand Forks, Grand Forks, and everything north of this point along the Red river, it is possible to store sufficient water to last through a prolonged dry period by means of diversion works which engineers say is quite feasible mechanically, and the cost of which should not be excessive compared with the benefits to be realized.

BY UTILIZING CERTAIN small river channels in northern Minnesota, together with the construction of small canals, flood waters which are not running to waste in northern Minnesota, and which are inflicting great damage to residents on both sides of the line, could be conducted into Red lake, to be stored there for use as needed.

RED LAKE IS A GREAT Reservoir more than 400 square miles in extent. During recent years the condition of the river channel for 40 miles this side of the lake has been such that even if there had been a considerable flow from the lake it would have been absorbed by the morass below. But there has been no water flowing because there has been none to spare. In normal times only a little more water is received by the lake than is required to take care of evaporation. In recent years evaporation has been greater than inflow and rainfall and the lake level has lowered. Continued withdrawal of water would lower it still further and ultimately destroy the lake.

THE LAKE CAN BE Replenished by turning into it water that is not needed or desired elsewhere. In that way communities below may be assured a constant supply of good water. In addition a number of small Minnesota lakes which have been drying up could be revived and maintained perpetually as pleasant and useful summer resorts. The abundance of water available now brings this plan into focus.

A B'RIEND WHO IS Interested in mathematical puzzles submits this one:
In a room 30 feet long, 12 feet wide and 12 feet high there is a spider on one of the end walls one foot below the ceiling and 6 feet from either side. On the opposite end wall there is a fly one foot above the floor and 6 feet from either side. What is the shortest route, and its distance, which the spider can travel to reach the fly? The distance must be made by crawling, with no jumping, web-spinning or other tricks.

IT IS APPARENT THAT THE spider can reach the desired spot by crawling 1 foot up to the ceiling, 30 feet directly the length of the ceiling, and 11 feet straight down, making a total distance of 42 feet. Is there a shorter way, and how short is it?

THE COMMITTEE THAT HAS just made its second inspection of local properties in the garden contest has noticed a striking difference between the conditions now and last year, especially in the condition of lawns. Last year vegetation was burned up except where water had been applied in abundance from the garden hose. And the quantity of water required was so great that many householders felt that they could not afford the expense and were obliged to abandon lawns and flowers to the mercy of the elements. This year scarcely any sprinkling has been necessary, and everywhere, regardless of their condition as to weeds and upkeep, lawns are a luxuriant green. And it may be observed that the difference is not due to the kind of water supplied, but to its quantity. One doesn't cover his lot with an inch or two of water with a garden hose.

"A DRAYMAN WAS ONE OF the first two school teachers in Grand Forks. In 1873 the little Red River settlement had five families with children of school age, and since some of them lived on what is now N. Third St. and some in Lincoln Park district, a dispute arose concerning a suitable site. As a result two schools were opened, and the teacher of the north end school was one of the draymen at Captain Alexander Griggs' sawmill."

THIS IS ONE OF THE MANY interesting and amusing stories of early Grand Forks which will appear in a section devoted to Grand Forks in the North Dakota Guide, a 320-page illustrated book soon to be published by the WPA Federal Writers' project under auspices of the State Historical society for North Dakota.

PLANTING OF COTTONWOOD trees is prohibited in many cities, but Kansas has just made the cottonwood its official state tree. A clipping has just been handed me containing an editorial on the subject which I think is from the pen of William Alien White. It reads:

"THE COTTONWOOD SERVED Kansas at a time in its pioneer history when it needed such service. Easy to root and friendly to almost any soil, it gave shade and timber and fuel and even fodder to the early-comers, and through all of the history of fitting the state with its sturdy population it has stood by handily and companionably. It sheltered the pioneers as it provided windbreaks against the winds of winter, and if it drank a bit more than its share of the none-too-plentiful supply of water, it repaid its keep in many ways."

THE GREAT OBJECTION TO the cottonwood for city planting is its habit of shedding cotton. The fleecy down which carries the seeds clogs up window screens, and it isn't easy to remove. For country planting the tree has to recommend it the ease with which it can be grown. Wherever broken sod is left undisturbed for a few years and there is sufficient moisture, volunteer cottonwoods spring up. The tree does not compare with many others as a source of fuel or lumber, but in a prairie state it has considerable value in both fields. Because of its rapid growth it will supply dimension stuff and rough boards at an early period. The lumber, however, warps badly if exposed to the weather.

ONE OF THE LATEST THINGS to be discovered in Mexico is a tree that yields red wine. Llewellyn Williams, curator of the Field museum in Chicago, who has been exploring the tropical jungles in lower Mexico, found there a species of palm which has that pleasing quality. The natives cut it down, excavate a trough in the trunk and cover it with leaves. In a few days they return to find the trough filled with red wine, all ready fermented. Mr. Williams says it is delicious. Add one more to the numerous attractions of Mexico.

IN NEW YORK THERE HAS been prepared a garden on wheels which tours the East Side tenement districts in order that the children may see how things grow. In the exhibit are both flowers and vegetables, and the children who see it are said to be delighted with the show. A few years ago there was exhibited in the same district a collection of ordinary domestic animals, cows, sheep, chickens and so forth, and that menagerie attracted as much attention and gave as much pleasure as a regular circus menagerie.

IN THE TENEMENT Districts of a great city there is the most profound ignorance of domestic animals and their ways and of ordinary plants and their habits of growth, for many of the children move from one year's end to another on concrete pavements and are completely surrounded by brick walls. But lack of information concerning such things is not confined to the big cities. Some of the children of our small towns are scarcely better informed on those subjects. There must be hundreds of children in Grand Forks who have never seen a cow milked, and probably there are some who think that potatoes grow on bushes.

WORKMEN ARE BUSY Putting the finishing touches on the Grand Forks postoffice, which is now double the size of the former building. The original structure has been given a thorough remodeling to fit it into the larger plan, and to all intents the entire structure, when opened for business a few weeks hence, will be new from top to bottom. It is a far cry from the days when letters were left informally at Nic Hoffman's, or when Sanford Cady operated the first real postoffice in Grand Forks.

THERE IS NO DEFINITE record to show when some form of communications service was established. One writer asserts that Uriah was the first postman of whom there is authentic record he was commissioned by King David to carry a message to Joab. But every monarch and every great general sent messengers, but that service was in no sense similar to the regular carrying of mails over stated routes.

CYRUS THE ELDER OF Persia is credited with establishing the first system of messengers about 558 B. C., to bring him written reports from his provincial governors and to carry his messages.

As early as the first century A. D., the Romans had established a system of couriers by which Julius Caesar, then in Britain was able to send a letter across what is now France, to Cicero at Rome—something over 900 miles—in 28 days.

THE WORD "POST" COMES from the Latin "positus" meaning "placed", because relays were stationed at points along the routes of couriers.

The first public postal system was established in Rome probably between 280 and 300 A. D., and is credited to the Roman emperor Diocletian. Marco Polo, in 1271, found a postal system of some ten thousand stations in operation in China.

THE FIRST ACTUAL LETTER post for commercial purposes, however, seems to have originated early in the twelfth century in the Hansa towns of North Germany. This was a group of towns associated together in the interest of commerce and trading, known as the Hanseatic league.

IN ENGLAND, AS EARLY AS 1252, royal messengers, called nuncii, were employed for the conveyance of letters, but public post was not established until the reign of Henry VIII in 1516. Posts were also established in that year in both Vienna and Berlin. No definite schedules were maintained and whether the letter would be delivered at all was a matter of conjecture, depending upon the sobriety and trustworthiness of the postman. His fee, which was collected from the recipient upon delivery, was also a dubious matter. Frequently the letters were addressed in code to convey a message by the manner of addressing. The recipient, on seeing the address, thus could receive the message and refuse to accept the letter.

IN 1609, JAMES I. OF England issued a proclamation forbidding all persons, except those authorized by the master of the post, from collecting and delivering letters. This was the beginning of the state monopoly in letter carrying in England.

Under the monopolistic system of postal service, both in England and other European countries, a system of postal service and post roads came into being. Regular routes were established and exchanges of post horses were maintained at various points along the routes. Thus, speedier and more reliable service resulted. The rates, however, were unreasonably high until 1840, when Sir Rowland Hill introduced The Penny Post in England.

MOST OF THE OTHER Countries of the world followed the lead of England in establishing monopolistic letter carrier or postal systems, granting monopolies to certain subjects or groups of transport letters and mail.

In 1764, postal stations were established on all the main roads of France.

It was the development of the system of post roads that led to the introduction of mail coaches as a means of carrying mail. Thus vehicles, capable of carrying both mail and passengers, began to replace the post rider.

IN THE AMERICAN Colonies, the postoffice existed from their earliest settlement. At first it was just a receptacle in the coffee house, where letters arriving from abroad were deposited, to be taken by those to whom addressed or carried to them by their neighbors.

The court of Essex County, Massachusetts, in 1639, ordered that "all letters from beyond the seas shall be deposited with Richard Fairbanks of Boston", whose commission was one penny each (two cents) for their delivery. In 1657 the colonial law of Virginia required every planter to provide a messenger to convey dispatches, as they arrived, to the next plantation.

THE FIRST POST ROUTE authorized by the colonial government was from New York to Boston and in 1672 a carrier was making monthly trips between these two places.

Benjamin Franklin was commissioned Deputy Postmaster General of America by the Crown in 1753. When the Continental Congress assumed management of the postal affairs, Franklin's experience and ability caused him to be appointed Postmaster General of the Colonies at a salary of \$1,000 a year, with \$340 additional for a secretary.

FOLLOWING THE Revolutionary war, Samuel Osgood was made the first Postmaster General of the new Republic of the United States. At this time there were but 60 postoffices and less than 2,000 miles of post roads in the country.

The stage coach was an important element in early day mail transportation, and, as the country expanded westward, the Pony Express became of great importance in speeding mail to the inaccessible Western Coast.

RAILWAYS WERE FIRST used for the transportation of mail in 1830, in England. They did not come into use for transporting the mail in the United States until about 1836. Then, due to the short stretches of railroad, the mail carrying contracts were for

many years let to the stage companies, who sublet parts of the work to railroads.

The modern facilities of the post-office department for handling large volumes of mail have been developed to meet the constantly increasing communication needs of commerce and industry.

PARCEL POST, ONE OF THE most used services, had its beginning in 1861, when the mails were first opened to seeds, bulbs and cuttings. As recently as 1912, however, the weight limit of parcels was four ounces. Today, parcel post is the delivery wagon of mail business and almost every conceivable kind of merchandise may be sent by parcel post up to 70 pounds in weight. Among the various articles accepted are included baby chicks and harmless wild animals.

THE UNITED STATES Postal Service has become "Big Business", with over 45,000 postoffices. Free letter carrier service, started in 1863, today serves 3,111 cities. Rural free delivery alone, instituted in 1897, requires 43,000 rural carriers who travel more than 1,250,000 miles to serve 30 million rural residents living on rural and star routes.

AIR MAIL, WHICH MADE ITS debut as a regular part of the postal service only 18 years ago, directly serves 180 principal cities and train connections from these cities provide air mail service to all other cities not on air routes. Today's speedy air mail service, only 14 ½ hours from New York to Los Angeles, is quite a contrast with the first through East-to-West mail delivery, made by pony express, which required 240 hours.

As indicated by constant improvements in service, the United States Postoffice department is consistently endeavoring to give & better and faster service. The competence of this organization in the efficient handling of mail contributes in large measure to the progress of American business.

A CLIPPING FROM THE Bozeman Chronicle contains an article telling of the reunion of the Husband family, all of whose members were once residents of Hensel, N. D. None of the 39 in attendance lives at Bozeman, b u t that town was chosen for the purpose because of its central location with reference to the distribution of the family and its nearness to Yellowstone park.

The late W. N. Husband and his wife w e r e for many years residents of Pembina county, where they reared a large family, and where Mr. Husband took a prominent part in public affairs. He served the district in the state legislature. The younger members of the family have scattered, but Mrs. Husband is still living, her home now being at Saskatoon, Sask., and she was the most important person at the Bozeman gathering.

THE REUNION WAS Arranged by W. C. Husband, who shortly after his graduation from the University of North Dakota, moved to Harlowton, Mont., to engage in the practice of law. Like his father he has engaged in public service, and he is now state senator from his district. The Bozeman paper gives this list of persons attending the reunion:

DOUGLAS HUSBAND, Portales, N. M.; Donald Husband and wife and two children, Eugene, Ore.; G. M. Husband, and two children, Harris, Sask.; T. W. Husband, wife and three children, Hensel, N. D.; N. O. Husband, wife and two children, Harlowton, and W. C. Husband, wife and one daughter of Harlowton, another daughter, Jean of Helena, and a son, Gordon of Wolf Point.

Two other daughters of Mrs. W. N. Husband, Mrs. A. W. Wilker, Saskatoon, and her husband and six children, and Mrs. C. S. Nelson, Spokane and her husband and two children. Also present was a sister of Mrs. W. N. Husband, Mrs. J. T. West of Harris.

THE PROGRAM FOR THE gathering included several picnics and several visits to Yellowstone park, and when the paper was published the "husbands" of the party were seeking antagonists, married or single, for a baseball game at Bozeman Hot Springs.

VISITORS TO THE BAD Lands country have often noticed horses standing like graven images at the very pinnacle of buttes, and have wondered in the first place how the animals got to their lofty perches, where the climbing seemed impossible, and in the second place, why they preferred to stand there on the bare scoria when there was good grazing in the valleys below.

LOCAL PEOPLE WILL TELL you that the climbing is really not as difficult as it looks from a distance, and that the animals get to those lofty eminences to get away from the flies. I thought of that the other day when in passing a farm yard I saw all the animals belonging to the farm lying on the bare ground in the middle of the barnyard in the hot sun, although there were plenty of trees and lots of shade within a few rods.

I UNDERSTOOD THE REASON at once—mosquitoes. I had just been in the woods myself, and I had found that in the shade, and where the breeze was cut off, murderous, vicious, poisonous mosquitoes attacked me in swarms, while in the open, where it was blazing hot and there was a little breeze, there were none of the pests. The cow, horses and I had reached the same conclusion and adopted the same practice.

ONE BENEFIT OF WHICH WE seldom thing as associated with the automobile is freedom from mosquitoes. In the horse-and-buggy days driving across country, with mosquitoes as numerous as they are now, would be perfect torment to both man and beast. With a smart pair of drivers, going against the wind, it might not be so bad, but ordinarily one would be accompanied by a swarm of insects which made horses frantic and driver and passengers about equally so. but the mosquito is no match for the automobile, and even with windows open and driving at moderate speed one is free form the pests.

A TREE IN THE BYGLAND district seems to have been wrecked by lightning in a peculiar manner in one of the recent storms. It still stands erect, with the upper part apparently intact, but from the ground up to a height of some six feet its trunk has been rent to ribbons, as by some explosive force from within. Enough of the shattered strands remain unbroken at top and bottom to maintain the weight of the upper portion and hold it temporarily erect. Lightning operates in many fantastic ways. It is not unusual to see the trunk of a tree split from top to bottom by its force, and it often follows a spiral course around a tree, for no apparent reason, and without reference to the grain of the wood. Often it exerts explosive force, especially when it comes in contact with moisture. The Bygland tree presents the only case of that exact kind that I have ever seen.

ACCORDING TO SCIENTIFIC American, the golfer caught in a thunderstorm with its accompanying lightning is no more in danger than are farmers and other persons who make their living in rural communities. Habits in part account for a slightly increased hazard from lightning in the open and the golfer suffers from the common tendency to get out of the rain when a thunderstorm comes. His first impulse is to seek protection from the rain under the nearest large tree. And if the tree is isolated, as it may very well be on a golf course, he is standing under a favored spot for a lightning stroke. If the tree is in a fairly dense woods the chances of it being hit are much less. Without protection from a nearby wood or club-house, the golfer in the open would do well to stay in the small depressions on the course and off the higher knolls.

A WRITER IN A CURRENT magazine discusses the interesting habits of climbing plants, some spiraling to the right and others to the left. The writer says that it is next to impossible to change the direction of the spiral of a climber. I have found it, not next to impossible, but absolutely impossible. I have experimented with morning glory, beans and the tendrils of such plants as cucumber and squash. I have wound the vine or tendril around the wrong way to give it a start, and have even tied it in position so as to force it into reverse. But invariably the plant has resisted all my effort and has resumed its climbing after its own fashion. As if it made any difference!

A CURIOUS HABIT OF SOME plants equipped with tendrils is to use the loop system in attaching themselves to an object. The tip of the tendril attaches itself first; then the loop thus formed winds itself around the object, so that one-half of the finished spiral is right-handed and the other is left-handed.

SEVERAL GRAND FORKS men will be in the party which leaves Winnipeg on the 13th over the Canadian National's Hudson's Bay road for Churchill, the shipping point through which much of Canada's wheat is now carried on its way to Europe. The construction of that railroad and shipping point at Port Nelson, at the mouth grand scale. Originally it was intended to establish the shipping point at Port Nelson, at the mouth of the Nelson river. But for engineering and other reasons Port Nelson was abandoned and the road was diverted to Churchill, several hundred miles farther north. Construction of the road was a tremendous undertaking, as much of the territory through which it passes consists of bottomless bog.

BACK OF THE CHURCHILL enterprise is a dream which years ago attracted considerable attention on this side of the line. The Red river, which had been the highway of the fur trader, was to be made the highway for the transportation of American as well as Canadian wheat. At that time the building of a railway through that northern country was not contemplated. The plan was to ship wheat by rail to Grand Forks and a few other river points, transfer it to barges and float it down the river, down Lake Winnipeg and down the Nelson river to Port Nelson, where it would be transferred to ocean steamers for Europe. The Nelson river, full of dangerous rapids, was to be canalized wherever necessary, with locks to ease the barges down stream. The same route was to be used for the importation of goods from Europe. The dream faded. The Red river shrank until it became unnavigable, the cost of making the Nelson river navigable was prohibitive, and there were doubts about the feasibility of shipping through Hudson's bay and straits in the short summer season.

A NOISY YOUTH WHO HAD been making a general nuisance of himself bumped against a man who was seated at a table sipping a glass of beer. "Scuse me, Mister," he said, thickly. "Didn't mean it. Guess I am pretty drunk." "Don't worry, sonny," said the man. "You're not half as drunk as you think you are."

ABRAHAM Wishkofsky, oldest inmate at the home of the Daughters of Jacob, a New York City institution, had a birthday celebration the other day. To the best of his knowledge and belief he is 121 years old, but there are no official records to corroborate this. He was born in Poland and came to the United States 70 years ago, at which time he says that he was over 50. He is healthy, with an unwrinkled face, and he often takes quite long walks for exercise. He has two ambitions, one being to visit his great grandchildren in Toronto, and the other to visit Palestine, 's which he regards as his own land. The reporter who interviewed him failed to follow the usual routine in inquiring to what the old man attributes his longevity, and whether he uses liquor or tobacco.

SPEAKING OF TOBACCO: AT a meeting of ministers years ago one brother vociferated against the practice of smoking as filthy, immoral and dangerous to health. Another member of the group suggested that in order to ascertain just what proportion of those present smoked, the company divide, all the smokers lining up on one side of the room and the non-smokers on the other. This was done, and the division was followed by a burst, of laughter. The man who had proposed the line-up had cannily surveyed the company before making the suggestion and had satisfied himself as to what the result would be. On one side stood the smokers, nearly all of them big, strapping fellows, pictures of health while on the other were the non-smokers, almost to a man skinny and cadaverous. "Brethren," said the instigator of the demonstration, "it seems that the smokers are at least holding their own."

A FREAKISH LIGHTNING flash killed three persons and prostrated 14 others at one of the New York beaches. According to many witnesses the same bolt struck three separate groups, two of them being fully a mile apart. In the same storm a coast guard boat was struck and one of the crew was prostrated, but not killed. Ships at sea are often struck by lightning, but did anyone ever hear of a railway train being struck?

THOSE PESKY LITTLE Insects which have been so numerous this summer, and whose bites are so poisonous, are often called chiggers. The chigger is a different sort of beast. It is a species of flea, very prevalent in the West Indies and parts of South America, and I think certain members of the family are found in the sandy desert regions of the United States. The chigger is a burrowing insect, and where people go barefooted it has the unpleasant habit of burrowing under their toenails.

THE LITTLE INSECT WHICH has been so prevalent here is believed by some persons to be the insect known to pioneers sometimes as the buffalo fly and sometimes as the deer fly. It is quite distinct of course, from the big deer fly, which is much larger than the house fly. In one of his stories of early experiences on the plains Charles Cavalier told of a horse being so exhausted wallowing through the mud on the way to Pembina that the party had to leave it lying there while they went on the remaining few miles to Pembina. Next morning a party went back to rescue the horse, but it was dead from the bites of flies.

THE WATER PROBLEM IS A difficult one in certain sections of northwestern Minnesota. When the first landseekers arrived there was too much water, and the country was drained. Then the entire area went dry and in recent years they have been plugging up the ditches and trying to restore some of the little lakes that had been drained. Now that same country is afloat. Nobody knows the answer.

MRS. J. G. GEBHARDT OF East Grand Forks, writes that she is a regular reader of this column and enjoys it. She continues with a subject that is of current interest:

"I WANT TO make reference to one of your columns of last summer, that of poison ivy" Well now that really is something which our family can especially appreciate but do you know this year two weeks ago when we were packing up for our annual vacation, I stood in front of our medicine chest pondering the subject when suddenly my eye rested on a bottle of a preparation which we had gotten some years ago to heal a sore on our dog and decided to take it along. When we got to the lake I started using that brown laundry soap for a bath each day and did not get it till I changed soaps and then right away had to start treating with this dog remedy and it is the most quieting thing we ever tried. I believe I have tried about every other remedy known before.

"I hope you may be able to pass this on in your most approved way for good of humanity and better dispositions and do keep up your good work and thank you."

AS WE HAVE A RULE against publicizing proprietary preparations in the news or editorial columns of the paper, the name of the preparation which Mrs. Gebhardt has found so efficacious cannot be given here. However, I shall be glad to forward the name to anyone interested on receipt of stamp.

POISON IVY SEEMS TO GET in its nefarious work more actively in the spring and early summer, but the rainy weather, which has stimulated growth of all vegetation, may have prolonged its season of virulence. At any season the plant is one for most persons to avoid.

IN A CHANCE Conversation with a stranger recently I was told some interesting things about potato growing in Ireland, where my new acquaintance spent his boyhood and early youth. For many years the potato has been an important article of food in Ireland, and it is the principal crop of many Irish farmers. Official and other agencies have labored diligently to increase the quantity and improve the quality of potato yields. My friend said that in his early boyhood prize-winning yields at local fairs were about five or six long tons per acre, which would be around 200 bushels. Before he left Ireland these yields had been raised to around 10 tons. Now, he is told, yields of 24 tons are not at all unusual.

I HAVE NEVER HEARD what the record yield of potatoes in the United States is, but the general average is about 100 bushels per acre. A yield of more than 800 bushels would be something to see.

MOST OF THE IRISH FARMS are small, and on them the planting is done by hand. My friend said that in the district from which he came it was the custom to plant the potato cuttings with the eyes down, the idea being that in this way there was a greater length of stem below ground and a greater number of fibrous rootlets, increasing the strength and productivity of the plant

BABE, FAVORITE ELEPHANT of visitors to the Washington, D. C. zoo, is dying. She is one of the oldest elephants in captivity, being from 80 to 100 years old, and most of her life has been spent in circuses. Until a few years ago she was owned by the Ringling-Barnum and Bailey shows. In her yearly tours she has paraded the streets of more cities than any other animal in existence. Since her purchase by the Washington zoo she has led a life of dignified ease, but the other day she lay down, probably never to rise again. Her keepers say that she has feared that if she lay down she would not be able to rise, and for more than nine years she has slept standing.

THE HABIT OF SLEEPING IN a standing position, however, is not confined to animals which feel the infirmities of age coming on. Young wild elephants often sleep in that position, sometimes steadying themselves against trees. Horses often sleep standing, and some of them have been known to go for years without lying down except when ill.

I HAVE JUST BEEN TOLD OF another "flock of humming birds" which aroused the interest of the observer. These are hawk moths which, in the late afternoon, may be seen hovering over flower beds. They seem fond of petunias, and if one has a bed of four - o'clocks which do not open until toward evening those flowers are pretty sure to be visited by dozens or scores of those moths. At a little distance their resemblance to humming birds is striking, but they are striped around the body, and instead of the sharp bill of the humming bird the hawk moth has long, slender proboscis with which it extracts honey from flowers, and which curls up when not in use. One species of the hawk moth is the winged form of the large grub often known as the tomato caterpillar.

A GERMAN PRIEST WAS sentenced to a fine of \$60 or 10 days in jail for insulting a Nazi newspaper. All he did was to say that the paper was "the most scoundrelly, mendacious sheet yet printed." How thin-skinned those Nazi people are! Such a characterization would roll off any American newspaper like water off a duck's back.

I HAVE AN ORNAMENT ON my desk in the form of a big caterpillar enclosed in a bottle with a perforated top. It is a present from one of the men in the composing room who found it in his garden. It feeds on leaves left in the bottle for that purpose, and when it rears itself up to inspect its surroundings it had a wavy motion which is calculated to hypnotize one into a fit of delirium tremens. The caterpillar seems to be of the Cecropia family, and presently it may encase itself in a cocoon.

AS A SPECTACLE THE NEW comet was a flop. It was interesting to astronomers, who with their telescopes, were able to plot its course, and even with strong field glasses its tail is said to have been faintly visible. But the unaided eye could distinguish only something resembling the faintest of stars, and even then one could not be certain that he was looking at the right object.

I HAVE BEEN INSPECTING an interesting booklet descriptive of the pageant "The Lost Colony," celebrating the 350th anniversary of the beginning of Anglo-American civilization with the founding of the Roanoke island colonies and the birth of Virginia Dare, the first child born of English parents in America. The supervising director of the pageant was Professor Frederick H. Koch, of the University of North Carolina, former instructor in English and pageant director at the University of North Dakota, and the play itself was written by Paul Green, who had been a student under Professor Koch.

THE SUBJECT MATTER which formed the basis of the pageant is intensely interesting, and the booklet outlines as much of the history of that fated first colony as is known. The mystery surrounding the fate of those first settlers on the coast of what was then known as Virginia, has never been unraveled. The settlers had been left in good condition by the ship which sailed away to return with provisions, supplies and other settlers, but when the ship arrived the buildings which they had inhabited were found razed to the ground, with no trace of their occupants except a single human skeleton.

AMONG THOSE WHO Disappeared was little Virginia Dare, the first child born of English parents in America, who had been named in honor of Queen Elizabeth, and who had been baptized with ceremonies befitting the occasion. There have been many rumors concerning the fate of the colonists. One story is that all were killed by Indians. Another is that they met a like fate at the hands of Spaniards, with whom Great Britain was at war, and who jealously opposed the planting of colonies other than their own on American soil. It has also been rumored that at least some of the colonists escaped into the interior, to be absorbed by local Indian tribes. In support of this view there have been stories of a tribe of natives in the interior of the Carolinas whose men wore beards. But the most careful search has failed to uncover any definite evidence concerning the fate of the lost colony.

AMONG THE ILLUSTRATIONS in the booklet are an excellent portrait of Professor Koch and a picture of a famous grapevine on Roanoke island which is said to be the oldest cultivated vine of its variety in America, and which must be one of the largest. It is about 350 years old, and covers nearly an acre. The captain of one of the ships of the first expedition which landed on those shores wrote of grapes so plentiful that "the very beating of the sea overflowed them, and he reported "I think in all the world the like abundance is not to be found."

ON HIS GROUNDS AT Riverside Park J. Bell DeRemer has a number of gray squirrels, and he has watched one of their habits with great interest. Often he sees a squirrel dig a little hole in the lawn and extract from it an acorn. This practice is not confined to the summer, when it might be supposed that there would be something to indicate to the squirrel just where to dig. The digging is also done on the depth of winter when the ground is covered with snow. Did the squirrel bury the nuts there for safe keeping, or were they buried by accident? In either case how does the squirrel know where the acorn is. The digging is not done promiscuously, as if there had been a searching for something, but each hole is in a precise spot, leading directly to an acorn.

IN MANITOBA, AND Probably in other parts of Canada where there are Indian reservations, there is a practice among the Indians known colloquially as "buying one's treaty." Each Indian who retains his treaty relations with the government is entitled to receive \$5,000 in cash from the government each year. If he is the head of a family he receives that sum for each member of the family. Hence, the large family means a substantial sum in cash.

BY GOING THROUGH Certain forms the Indian may, if he wishes, convert this annuity into a lump sum in cash, in which case the annual payments cease. This conversion is quite often made, the large sum in cash seeming more desirable than the smaller sum in perpetuity. Sometimes the lump sum is invested in a constructive way, as in implements for the farm or other material pertaining to a regular occupation. More often, however, it is just so much more money to spend, and it is apt to go for finery and inconsequential. When these are consumed or worn out the treaty money is gone and there is nothing to show for it, and there is no more to come. As a rule those interested in the welfare of the Indian advise against the practice of "selling the treaty."

A RECENT CONVERSATION among a group of persons familiar with the northern Indians turned on the general irresponsibility of the Indian in money matters and his disinclination to work. The sum of the statements made by most of those persons was that the Indians who are found around the settlements have been spoiled by being considered wards of the government. They are said to spend all they receive on trifles, leaving necessities to be considered last. Then, it is said, they assume that either the government or somebody else must provide them with food and clothing, and they are inclined to do as little as possible in return.

THE CONVERSATION MADE it look pretty black for the Indian. But the question was asked: "To what extent do those Indians differ from a good many thousands of their white brethren, who, having lived on government gratuities for a while, have come to like it, and to be reluctant to assume any other status? In other words, does it take any more to pauperize a white man than it does to pauperize an Indian?"

NOT ALL THE TESTIMONY was as to the idleness and un-thriftiness of the Indian. Most of the work at the lake docks is done by Indians, and they certainly earn their wages while the boats are being loaded and unloaded. A farmer who operates land not far from Winnipeg told me that the two best workers that he ever had were Indians.

MOST OF THE WORLD'S misery is attributable to human blundering. On the other hand, the world would be a much less interesting place than it is if none of us blundered. Of course there is a lot of interest in checking up on the blunders of the other fellow. But there is an absorbing interest in making our own mistakes and then trying to correct them. In some ways a perfect world would be a mighty dull place.

SULTRY WEATHER, SUCH AS that of several days last week, directs attention to the subject of air conditioning. The conditioning of air involves two essentials — regulation of temperature and regulation of humidity. Our ancestors were familiar with the need for regulating temperature in winter. With the outdoor temperature at zero or lower some means must be used to maintain the indoor temperature at a livable level, approximately 70 degrees. The solution of that problem was relatively simple. It was required to build structures which would check the ingress of outside air and to burn fuel to raise the temperature within.

WHEN THE TEMPERATURE of cold air is raised its relative humidity is decreased and the air becomes too dry for comfort and for health. Without deliberate intent our predecessors counteracted this tendency to some extent by keeping on the stove a simmering teakettle and by permitting the vapors from kitchen cooking to circulate through the house. Our modern central heating systems have changed all that. Instead of the simmering kettle we now have the evaporating pan in the furnace or some form of patent humidifier.

THAT IS ALL VERY WELL I for winter, but not until recently has there been any general effort to cool the air of our inhabited places in summer. That is now being done on a large scale, and cooling equipment is installed in theaters, schools and other public buildings, in trains and in dwellings. Before being admitted to the places where it is to be used the air is passed over cooling coils, and in the most approved systems it is washed free from dust and other impurities.

THIS WOULD BE ALL VERY well if all our time were to be passed in conditioned air. But in the summer we spend much of our time out of doors, and this fact gives rise to a problem of some complexity. Evidence accumulates that air conditioning in summer can be overdone, and that in many cases it is overdone. To step from a room where the temperature is 70 onto the street where it is 100 is like stepping into a fiery furnace, and the reaction is much more severe than if the contrast were not so great. To make the change in the opposite direction is likely to bring on a chill. Numerous cases of colds and bronchial attacks are attributed, probably with much justice, to excessive air conditioning, and there is a growing belief that the contrast between indoor and outdoor temperature in summer must be made less great.

DISCUSSION OF WEATHER and temperature recalls a sketch by George Ade, published many years ago. Ade drew a faithful picture of a man stowing away hay in the loft of a big barn on a blistering hot day. In the haymow he worked, stowing away the hay in a stifling atmosphere and in choking dust. His scant clothing- was saturated with sweat, and streams of perspiration washed furrows in the mud which covered his face. Each forkful of hay blocked the light from the little aperture above and the hay descended upon him as a smothering avalanche.

WHEN A LOAD HAD BEEN stowed away the man climbed to the door and sat there for a few moments until the next load should come. He breathed great gulps of the air from outdoors, hot, but clean. As he sat there he saw coming down the road a carriage with a pair of high-stepping horses, bearing a family party to a neighboring picnic ground. The driver and his passengers were dressed in cool linens, and to cap the climax, the driver had between his knees a big freezer of ice cream. As the man gazed upon that spectacle, says Ade, "straightway he became a Populist!"

Could anyone blame him?

SOME TWO WEEKS AGO THE Herald - published a picture of the "rube" band which, under the leadership of W. W. Hall, made a trip to Fargo in 1901. There were some inaccuracies in the list of names of band members as published. The discrepancies were noticed by Fred Redick, who was a member of the band at that time and for several years later, and who now operates a gas station at Tarzana, a suburb of Los Angeles. Fred writes that the names, reading from left to right, should be:

Earl Nordquist, Chris Nelson, H. Haroldson, Fred Redick, Ferd Nordquist, Charley Foley, Bill Miller, Colonel W. H. Brown, drum major, Arthur Bierly, W. W. Hall, leader, Hi Guerin, Mark Trandom, Jack Turney, Andy Braseth. Those who have preserved copies of the picture will please note the corrections.

FRED SENDS REGARDS TO his Grand Forks friends. His Tarzana service station is at 18035 Ventura Boulevard, 12 miles out from Hollywood. He is kept busy 14 or 15 hours a day, and occasionally has calls from former Grand Forks people. He mentions Mr. Widlund as a frequent caller.

THE LITTLE TRAZANA Paper, just six months old, and apparently thriving, describes a new racket which Fred escaped by having a customer waiting. Nearing his corner on his way to work he saw a man lying by the side of the street, but as there were cars immediately behind him and someone was waiting for him he did not stop. Other cars did stop, however, and one driver went to Fred's station and reported that a few days earlier he had found the same man lying by the side of a street. He had taken the man to the nearest restaurant and fed him well, whereupon the man made a quick recovery, and disappeared as quickly.

AIR CONDITIONING IS NO new thing. As long ago as 1880 a patent was issued to Robert Porter, of Alexandria and B. E. J. Ellis, of Washington, D. C., for an invention "to cool and purify air in buildings." One claim made for the invention was that it would be useful to brewers in maintaining their beer at an even temperature. Natural caverns, or those hewn out of the rock, where the temperature is constant have long been used for storage of beer. Certain kinds of cheese are ripened in such caverns, and there are other vast caves devoted to the growing of mushrooms for market.

A LOCAL FRIEND HAS JUST told me of a spectacle which she witnessed on the Red river Sunday morning which was entirely new to her, as it is to me. There was no wind and the surface of the water was perfectly smooth, except that here and there it was disturbed, as by the movements of some great creature beneath the surface. Great masses of dark color appeared, and the surface was broken with a sort of swishing sound. Approaching as close as possible my friend found that the dark color was due to the rising to the surface of great masses of little fish, apparently thousands of them, seemingly about two inches long, and rather thick and chubby. The disturbance, she found, was caused by the approach of very large fish, of which she could see perhaps a dozen, which were apparently feeding leisurely on the smaller ones.

THE LARGER FISH SEEMED like very large suckers, as they seemed to have the enlarged mouth peculiar to that species. The small fry she was unable to identify. Their dark color caused me to suggest that they might be infant catfish. I know nothing about the habits of catfish, and I do not know if their young ever appear in great schools such as my friend witnessed. Apparently there are things going on in the river of which most of us are unaware.

WHEN MILADY BUYS A Bottle of her favorite perfume she may be buying something that was distilled from flowers, or she may not, but it is quite certain that in the composition there are ingredients which never came from the lilies of the field or any other flower, but which are the products of the labor of the chemist in his laboratory. There are fine perfumes in which there are no natural oils whatever. Until synthetic processes were developed 25 tons of violets were required to produce a single ounce of the natural perfume oil. Now this odor is made from coal tar.

SOME OF THE ODORS OF perfumes—lilac and lily-of-the valley—could never have been had without synthetics, for no one has ever succeeded in extracting these natural oils from the flowers. In this case, the synthetics do more than replace nature's materials for there is no substance known which is so sweet or so peculiarly powerful as synthetic lilac.

THE GREATEST Development of all in the field of modern perfumery is, however, found in the fixatives. A fixative is required in every perfume to blend the many odors into one fragrance and to confer permanence on the perfume odor. Musk is the most important material for this purpose. If natural musk, which comes from the glands of the male musk of Tibet, could be had in a perfectly pure state, it would be worth \$40,-000 a pound. Recently, synthetic musk was developed in commercial laboratories. It is as powerful as the intrinsic essence of natural musk, and has the added advantage of being of a determined strength and immediately usable.

CANADA HAS A NUMBER OF social and other organizations which, bearing different names, have functions similar to others in the United States. Also, the city of Winnipeg has a CIO, which functions in a way quite different from the practice of the American Committee for Industrial Organization. The Winnipeg group is the Committee for Insect Oiling, and its duties are to spray oil on ponds and other stagnant waters to check the breeding of mosquitoes.

THERE IS GENERAL Agreement that mosquitoes this year are both more numerous and much more vicious than usual. Their poison seems to have been concentrated during the dry years. J. Bell DeRemer, who is a native of New Jersey, says that the stories about the number, size and virulence of New Jersey mosquitoes are libels on his native state. He says that he never knew much about mosquitoes until he came to North Dakota. He admits that there are in New Jersey swampy sections where mosquitoes abound, but he lived on higher ground where the insects were few.

THE MOSQUITO FEEDS ON blood when blood is available. On what does it live when there is no blood to be had? When settlers came to these northern plains about the early eighties they found great clouds of mosquitoes wherever they went. There were no cattle or horses in the country. The buffalo were gone. The only animals of considerable size were the antelope, and they were found only in small and scattered bands. There were rabbits and gophers, but the mosquitoes could not have troubled them much. Yet the mosquitoes were there in billions, all ready for blood-letting. What was their other food?

CAN A FAMILY OF FIVE LIVE on a food allowance of \$8.05 per week? A group of New York researchers has published figures showing how it can be done. In doing so the researchers have brought down on themselves a lot of adverse comment, based on the idea that they consider such a food allowance sufficient for a family of five for a week.

THAT IS NOT THE IDEA. IT is a fact that many families of five consume less than \$8 worth of food a week because their incomes will not permit a larger expenditure. The researchers undertook to prepare a budget in which the sum of \$8 per week could be most usefully expended. The result is surprising. While the menu provided would not satisfy an epicure it presents variety and balance which would have been impossible a generation ago, and even at New York retail prices the sum designated will purchase food in a quantity sufficient to maintain in good health father, mother and three children.

OF COURSE THE FOOD Problem for the city family of slender means is quite different from that of the country or village family where eggs, milk and vegetables can be produced by the family itself with scarcely any cash outlay.

I NEVER SEE ONE OF THE old-time dances without thinking how well such dances would lend themselves to modern stage entertainment. Occasionally there is presented on the stage a Hungarian dance or a gypsy dance, performed by experts, and when it is well done the effect is always pleasing. It seems that many of the older dances, imported, it is true, but long familiar in this country, could be used with similar effect.

SQUARE DANCES, Quadrilles and so forth, are often done now at dance gatherings, but usually they are attended by horseplay which deprives them of the quality of real dances. Let a company of young people, skilled dancers, and trained by competent instructors stage a quadrille or two, the Circassian circle, and the Virginia reel, and do it perfectly, as they could do it, and I am sure that spectators would be charmed. Then there are the round dances—the old-fashioned waltz, the polka, the schottish and the Varsouvienne, all exceedingly graceful, which, if well done, would embellish any stage performance.

IT SEEMS TO BE MOULTING time for the birds, and robins, grackles and others of the feathered families, have anything but a dressy appearance. Presently the birds will appear in their fresh winter garments, find then, away to the south!

WHO IS THE PRINCIPAL character in Shakespeare's "King Henry the Fourth?" Some play-goers would accord that position to Falstaff, whose part is certainly the most spectacular in the play. Others would assign the head to Prince Hal, who in his youth was so full of ginger that he couldn't keep out of mischief, but who took seriously his duties as king. Then there is Hotspur, that adventurous and engaging rebel, who cannot fail to win the sympathy of an audience. Less spectacular is the role of Henry IV himself, who moves through many of the scenes with dignity becoming a king. Not many plays have four such outstanding parts. A partial parallel is found in "Julius Caesar," which has as outstanding characters Caesar, Anthony, Brutus and Cassius.

FOR THE FORTHCOMING Radio production of "King Henry the Fourth," on the evening of August 23 Walter Huston, Brian Aherne, Humphrey Bogart and Walter Connolly have been selected for the parts respectively of King Henry, Prince Hal, Hotspur and Falstaff. It will be interesting to know which of them, if any, will be regarded the "whole show."

ONE OF THE INTERESTING things on the Lake Winnipeg trip, which I have mentioned from time to time, was the evidence of the utility of the airplane as a means of transportation to and from the far north. Freight of all kinds was unloaded at strategic points, to be forwarded by plane into the distant interior. Planes are loaded with all sorts of commodities as casually as freight cars are loaded here, and goods are transported in a few hours over distances which heretofore required weeks or months.

A BULLETIN FROM THE Canadian government just received presents some striking facts concerning Canadian air transportation. According to the bulletin Canada leads the world in the use of aircraft for the shipment of freight and express. In pounds of freight carried by Canadian aircraft the volume has increased from 2,372,367 in 1931 to 25,387,719 in 1936. In 1936 commercial aircraft flew more than 7,000,000 miles and carried 97,888 paying and 11,-835 non-paying passengers. Business in 1936 was 28 per cent greater than in 1935, and the figures for 1937 will show a further considerable increase.

DEMANDS OF THE MINING industry are responsible for most of this increase in air traffic, but an important factor is also the business carried on at the distant trading posts and missions which are kept in touch with the world by means of the plane. The northern planes use the water for their landing fields, using pontoons in summer and skis in winter. Instead of airports air harbors are maintained, and of these there are 155 at which supplies and equipment are available. In emergency a plane may land on any of the lakes with which the northern country is dotted.

RECENTLY THE FEDERAL food and drug bureau condemned as illegal because of adulteration, misbranding or both, a number of nostrums for which extravagant and unfounded claims were made. One such preparation was advertised to cure rheumatism, coughs, colds, asthma, indigestion, catarrhal bronchitis, catarrh of the stomach, ulcerated stomach, sores, burns, boils, carbuncles, felons, cuts, ringworm, erysipelas, gaulds, inflammation of the mucous membrane, eye, ear, nose or throat, piles, and impure blood. It is not clear why no mention was made of corns, warts or spavin.

NO METHOD HAS BEEN Discovered of filtering taste or odor out of water. The water may be chemically harmless and perfectly sterile, and yet taste and smell awful. Taste and odor are removed by treatment with charcoal or activated carbon. One job of workers in sanitation laboratories in the big cities is to smell and taste the city water and thus determine whether or not the people will like it

THERE IS NOTHING NEW IN the notion that invention should be suppressed or restricted lest machines take the place of men in industry. Carters in England opposed the locomotive because it would destroy their business. For a similar reason weavers opposed the introduction of steam looms. Farm field hands were bitterly opposed to the reaper and printers to the Linotype machine.

These are familiar illustrations, but opposition to innovations has expressed itself in other curious ways and with reference to many subjects. Philip the Fair forbade the wives of Paris citizens to ride in carriages in order that the privilege might be preserved for ladies of the court. In 1523 a Hungarian law prohibited riding in coaches, and a similar prohibition was proclaimed a few years later by Duke Julius of Brunswick. The idea was that riding in coaches would deprive men of equestrian skill and unfit them for military duty.

LOCAL MERCHANTS OFTEN fought against the stage coach on the ground that it enabled people to trade away from home, and local municipal authorities often deliberately kept roads in poor condition in order to discourage such travel. Railroads were opposed in the United States on the ground that they would introduce manufactures into the heart of the country and divert industry from the primitive healthful and moral pursuits of agriculture.

ENGLISH HORSE BREEDERS secured the passage of an act of parliament in 1861 prescribing such regulations for horseless vehicles as made it practically impossible for them to operate. It was provided that tires must be at least three inches wide, that engines must consume their own smoke, that each vehicle must have at least two drivers, and that no vehicle should exceed 10 miles an hour in the country and five miles an hour in the towns.

THERE WERE THOSE WHO thought it absurd to pay \$125 for a typewriter when a pen could be bought for a cent. Burning of coal in London was prohibited during the reign of Edward I because it was considered "a public nuisance, corrupting the air with its stink and smoke, to the great detriment of their health."

HOW MANY MILES TO THE gallon are you getting? The United States Bureau of Mines has collected figures which indicate that the average distance per day traveled by gasoline propelled vehicles of all kinds, automobiles, trucks, buses, motorcycles and airplanes is 34.8 miles and that the average gasoline consumption per day is 2.52 gallons. According to that the average mileage per gallon is 13.8 plus. How does your mileage check with that?

IN THESE DAYS OF HANDS across the border there may be interest in the following verses whose theme is the thousands of miles of unfortified boundary and the century of peace:

A CENTURY OF PEACE.

By Guy Bilsford. Three thousand miles of border
line!

One hundred years of peace! In all the page of history what
parallel to this? In times when warring nations'
thoughts Are crazed with hate's hot wine,
How God must look with pleasure down upon that border line.

From Maine it runs, through lake
and stream, To Manitoba's plain. From Winnipeg to Kootenay—on,
on and on again! Through farm and ranch and forest range, o'er mountain,
crag and steep, To far Vancouver's garden home
by broad Pacific's sweep.

Three thousand miles of border line, two nations side by side.
Each strong in common brotherhood and Anglo-Saxon pride.
Yet each the haven and the home for all of foreign birth,
And each their final fusion point— the melting pot of earth.

Three thousand miles of border
line, nor fort nor armed host, On all this frontier neighbor
ground, from east to western
coast. A spectacle to conjure with, a
thought to stir the blood! A living proof to all the world of
faith in brotherhood!

Three thousand miles of border line, nor has a century
Seen aught along this common course but peace and harmony.
O nations bound in brotherhood! O faith in fellow-men!
What better way on earth to dwell than this God-given plan?

Three thousand miles of border line!
One hundred years of peace!

In all the page of history, what parallel to this?
God speed that surely dawning day—that coming hour divine—
When all the nations of the earth shall boast such border line!!

AVIATION IS ALWAYS Associated in the popular mind with the Wrights, who were the first to demonstrate in actual practice that men can fly in a machine of his own construction under power generated within the machine itself. And when reference is made to military aeronautics our thoughts seldom go back further than the beginning of the World war. Yet during the American Civil war very practical use was made of the air, and during the early part of the war the Union armies had in operation a regularly organized air corps which gave effective service.

THOSE FACTS ARE BROUGHT out in an exceedingly interesting and timely article on "Aeronautics in the Civil War," published last month in the American Historical Review, whose author, Dr. J. Duane Squires, a former well-known University of North Dakota student, is now professor of history at Colby Junior college at New London, New Hampshire.

THE AIR CRAFT USED During the Civil war, of course, was the balloon—not the plane, and its use was confined chiefly to observation work in which the balloon was held captive instead of being permitted to float free. But as an observation post the basket of a captive balloon was an exceedingly convenient point from which to watch the movements of the enemy, to direct fire against an unknown objective, and to signal instructions to commanders at distant points. The genius of the service was Thaddeus S. C. Lowe, a native of New Hampshire, who made a balloon ascension at a celebration of the laying of the Atlantic cable, and who built a balloon in which he intended to attempt the crossing of the Atlantic. He was dissuaded from this adventure, but he remained convinced of its feasibility.

LOWE, OF COURSE, WAS NOT the first balloonist, nor was he the first to conceive of the utility of the balloon as a military adjunct. Spasmodic use of balloons was made by Napoleon, who dreamed of an air invasion of England. The first balloon ascension in this country was made at Philadelphia in 1793 in the presence of President Washington. The aeronaut was Pierre Blanchard, who had been the first to cross the English channel by air. Washington was so impressed that he predicted that at some time it would be possible to cross from France to the United States by air.

PERSUADED TO DEFER HIS flight over the Atlantic until he had made an adequate test by land with a smaller balloon, Lowe cast off from Cincinnati April 20, 1861, with copies of the Cincinnati morning paper in his pocket. Nine hours later he landed at Unionville, S. C., demonstrating to his satisfaction the feasibility of the ocean flight. But the war had begun. Lowe had difficulty in getting north with his balloon, as he was under suspicion of being a northern spy. The projected ocean flight had to be abandoned.

LOWE OFFERED HIS Services to the government. It was not an easy task to convince army officers of the utility of the balloon, but Lowe obtained influential backing and was authorized to build a balloon for army use. With that craft he performed such valuable service that under his direction several other balloons were added to the fleet, with Lowe in charge, and the balloon corps was organized.

THE USEFULNESS OF THIS new instrument was demonstrated at several important engagements, among the Antietam, Chancellorsville and Fair Oaks, but Lowe, an inventor, accustomed to considerable freedom of action, found himself entangled in the red tape of army regulations, and resigned in May, 1863. With his retirement the balloon corps fell to pieces, and later efforts to revise it proved futile.

LOWE WAS MORE THAN AN adventurous balloonist or a dreamy inventor. He was a practical man, resourceful in a most practical way. He solved the difficult problem of balloon inflation under war conditions by developing a method of generating hydrogen by treatment of iron filings with sulphuric acid under conditions which permitted the transportation of material for filling four large balloons in seven wagons and by which they could be filled in two and a half hours. He devised a method for the use of flares at night and one for the use of colored lights to be carried aloft by small free balloons. He perfected a scheme for photographing from great heights and a practical method for enlarging them.

LOWE'S INTEREST IN Aeronautics continued throughout his long life—he died at Pasadena, Calif., in January, 1913, in his eighty-first year. In 1865 he handled the balloon which rose from Central Park, New York, and in which the first aerial wedding was performed. In the late sixties he aided Don Pedro, of Brazil, in obtaining balloons for use in his war with Paraguay. Shortly after his retirement from the army he met Count Zeppelin, the German air enthusiast, the father of the dirigible.

DR. SQUIRES' ARTICLE IS A valuable contribution to aeronautic history, and it comes at a time when thought turns increasingly to that subject. It is carefully documented and the notes show that in its preparation a wide field of research has been covered. This has involved not only the reading of numerous records, but correspondence with many persons having first-hand knowledge of the facts discussed.

AMONG THE OBJECTS Treasured by Mrs. T. A. Rees for many years is a letter received from her father, John Mahood, in 1896. Forty-one years ago there were before the country problems to be solved and difficulties to be surmounted, just as there are now. Men and women everywhere were giving thought to ways whereby the "more abundant life" might be realized. The writer of the, Mr. Mahood, had his own ideas on these matters, some of which he set forth as follows:

"WE SEE THE WAY THE government is being run the last six years is just to issue bonds to get money to pay expenses. Oh, when the Republicans give us a high protective tariff all will be right. Well, my plan to run the government would be to levy an income tax on every dollar's worth of income a man has for labor or whatever he raised on his farm and sold, but if a man did not sell anything he would not have any tax to pay. Why should he if his farm did not produce anything.

"IF A FARMER EMPLOYED a tramp he should hold a certain per cent of that wage and pay it over to the tax collector when he paid his own. And the manufacturer the same way, and every man engaged in any occupation. Every man should contribute according to his income to the support of the government in proportion to the pay he received. The money lender and the bondholder should pay the same proportion of his income, and the holder of every county and state office, and also every federal office holder (even to the president) should pay his regular per cent. Even the clergy should not be exempt, for he has his rights protected.

"BUT THE FARM SHOULD BE exempt, and so all property unless it brought in an income. But you may say "Let me see; we want to look at this and find out hoi it is going to work."

"The factories will hold one or two per cent of all their men's wages, maybe more, but this would shut out foreign goods, or should, for our laws should not allow any goods to be brought in if men at home wanted to work and manufacture them and were willing to pay his share of the income tax to support our government.

"I THINK THE BURDEN OF government would be much more evenly laid on the people than with the present system. The farmers are the real burden bearers, and the clerks and all the dudes in banks never pay a cent of taxes. Then, if we needed anything from the outside world let it come in free if it did not interfere with our own productions. But everything that can be manufactured at home should be kept out of our markets so as to furnish our own men employment.

"THIS WOULD BE MY PLAN to give employment to the unemployed and at the same time support the revenue, for a man could give 5 per cent of his wages rather than suffer unemployment. Well we will soon see what the McKinley men will do. I do not expect any help from them. We are in a hard row of stumps and will be until the government owns the railroads."

THE SIGNIFICANT THING about such a letter is not necessarily the method proposed to achieve this or that purpose, but that it represents the earnest, honest thinking that has been done through the generations by plain citizens with a view to the conduct of our government on an honest, efficient and equitable basis. When that practice is general democracy is in no danger.

REFERENCE IN THE LETTER to taxation of incomes of the clergy recalls to me the case of an old friend, Rev. D.B. McRae, a highland Scot who was pastor of a village church in Ontario for some forty years. Under the Canadian system a minister of the gospel could claim exemption from taxation, but if he did so he was not eligible to vote.

THIS WAS AN APPLICATION of the theory that a public employee should not vote in any election involving the personnel of the body from which he received his appointment. In accepting exemption from taxation the minister became a beneficiary of the government, therefore he could not qualify as a voter.

ADVANTAGE WAS TAKEN OF this provision by many ministers, but not by Mr. McRae. Inheriting a spirit of rugged independence from generations of ancestors, he waived none of the rights of citizenship, even to save tax money. He paid his taxes like a man, and like a man, he walked up to the polls on every Election Day and voted. And he never made any secret of how he voted. He was just that sort of highlandman, and everybody loved and respected him.

A COPY OF THE DIAMOND jubilee number of the Brantford, Ontario, Expositor is devoted to a survey of the history and progress of the city on the occasion of the celebration of the sixtieth anniversary of Brantford's incorporation as a city. A perusal of the pages of the paper brings a flood of recollections, and there is something in such memories that warms the heart. One of the articles gives an extended history of Captain Joseph Brant, the great Mohawk leader for whom the city was named, and where, for several years, he had his home. Brant was a remarkable Indian, and he possessed qualities which would have distinguished any man, Indian or white. He assumed a position of leadership among his people in early life, and the fact that his sister became the common-law wife of Sir William Johnson brought him into contact with that leader, through whose influence he was enabled to obtain a good education.

IN THE AMERICAN Revolutionary war Brant won recognition from the British government by his services in influencing the Six Nations to remain loyal to the crown, and he was rewarded by being given a grant of several thousand acres of land at the head of Lake Ontario. In his later years, after peace was proclaimed, he lived in considerable state and entertained distinguished personages, who wrote of his splendid appearance, charming manner, broad culture and profound religious sentiment.

PAULINE JOHNSON, Another Mohawk Indian, is also given a brief biographical sketch. She was the daughter of the chief of the Six Nations, and when I worked in a village store a few miles from Brantford I often saw her drive by in the family carriage on her way to and from town during summer college vacations. She was a talented writer, and many years ago she gave readings from her own poems in several North Dakota towns, though I never happened to see her.

THE NEWSPAPER IS FULL of sketches and bits of history exceedingly interesting to a resident of long ago. Among them are references to several of the old signs which I remember well. There was the big polar bear which served as a sign in front of Dempster's fur store. An Englishman from the old sod who had settled in Brantford, in recognition of the fact that his friends at home thought of all Canada as a country where the people had to be constantly on their guard against wild beasts, photographed the stuffed bear and sent the picture home. He wrote that he had shot the great beast while it was prowling in his back yard. And, of course, nobody could question the evidence of a photograph.

DANIEL, THE HARNESS Maker, had a big white horse in front of his shop to advertise his business. It did service for years, but became weather worn, and such signs were going out of date. At one of the drives for funds during the World war a raffle was started with the prize "a valuable horse." Tickets were sold for a dollar. When the drawing was held Daniels' dummy horse was turned over to the winner and he was required to mount it and ride.

THEN THERE WAS J. P. Excell's sign, which has often been noted in literature on the subject. Excell was a thin, stoop-shouldered man, crabbed in manner, but with a heart of gold. He sold and repaired watches and clocks and sold fishing tackle and a lot of other things, among them singing canaries. His place was a veritable curiosity shop. At the rear of the building was a bar where liquid refreshments were sold, and across the sidewalk hung a sign which read:

This sign is high
And hinders none.
Refresh and pay,
Then travel on.

ONE OF THE FEATURES IS a reprint of an article written many years ago by Dr. M. J. Kelly, long since deceased, who in my time was county inspector of schools, an office similar to that of our county superintendent. He was a learned classical scholar, and it was reported that he read his Greek and Latin authors in the original. It was a part of his duty to visit each rural school periodically, and he never failed to give us a lecture on the beauties of the classics, a lecture which we enjoyed, even though we didn't understand it, for we liked the old gentleman, and he always asked the teacher to give us a half-holiday, a request which was always graciously granted.

PALATABLE PANCAKES CAN be made of plaster of paris, but cakes so made are not as digestible as pancakes should be. A repair man at a Brooklyn home inadvertently left behind him a small bag of plaster on completing his job. Someone else, thinking that it was flour, set it in the pantry and next morning the housewife made pancakes with it. She made a big batch and the family ate them with butter and syrup and voted them excellent. Five persons went to the hospital in consequence, but there were no fatal results.

A NUDIST CONVENTION IN New Jersey was invaded by swarm of vicious green flies, and the flies enjoyed the proceedings better than the regular delegates did. One thing that has always puzzled me about this nudist business is what they do for pockets. What's a fellow to do with his small change, keys, knife, pencil pipe and tobacco or cigarettes, matches and all the other things that one finds it necessary to carry? Of course women carry handbags. Perhaps in a state of nudity the men are expected to carry knapsacks.

AMONG THE TERSE BITS OF humor that stick in my mind one from the lamented Kin Hubbard is best remembered. It is one of those country weekly paragraphs from Abe Martin and was published shortly after the beginning of prohibition. It read:

"The Home Circle Brewin' club will bottle with Mrs. Lee Simpkins on Tuesday evenin'."

AND PRESENT DISCUSSION over the degree of nudity that is permissible recalls another of Abe Martin's published just when skirts were at about their shortest. Abe said that he had just met his daughter on the street, but hadn't recognized her until he looked up.

ONE OF THE FEATURES OF the Brantford, Ontario, Expositor's jubilee edition is the reproduction of the entire contents of the city directory of 1877, and one of the curiosities of that directory is the slight use that was made of street numbers. Numbers were used, but in connection with only a few of the names. In other cases the individual was described as living on "Balfour nr Grant," or on "Eest nr Darling."

I HAVE DISTINCT Recollection of that system, or lack of it, because for some time I drove the store delivery wagon. It was no trouble to find regular customers, but often it was necessary to hunt new ones out by inquiring of the neighbors.

BRANTFORD IS KNOWN AS the home of the telephone. It appears also to have been associated with the early history of the sleeping car. When Edward, prince of Wales, afterward King Edward VII, visited Canada he was given a ride over the railway which had just entered the city. Elaborate provision was made for his comfort, and among other things sleeping quarters were provided for him in one of the cars of his special train. One of the guests at the railway opening was George M. Pullman, and in the year following Mr. Pullman applied for patents covering his new sleeping cars.

THERE is TROUBLE IN Massachusetts over the Federal Writers' project. For a long time writers otherwise unemployed have been engaged in collecting and repairing historical and descriptive material relative to each community in the country, and this information is being published in a series of guide books covering every state in the union. It is charged that the Massachusetts book is full of political and other propoganda, and protests have been made against its circulation.

MUCH OF THE FANCIFUL has been written about so-called glass dresses, and hats and shoes of glass, but thus far nobody seems to be wearing them. In an endeavor to learn the status of textile glass—fibers of glass produced by high-pressure steam – Scientific America has investigated the field and found that, while the fiber has made no progress in the wearing apparel field, it has definite applications in industry. It is being widely used in thread and cloth form for insulation purposes, both thermal and electrical. The cloth is rapidly moving into many types of industry for use as a filtering medium, and fibrous glass in mat or powder form is being widely used for insulating buildings, streamlined passenger trains, railroad refrigerator cars, domestic refrigerators, and industrial boilers on furnaces, to mention only a few of the applications.

THIS IS NO TIME FOR MUSH-rooms, unless one is interested in those that are grown for market in caves or cellars where temperature and moisture can be controlled. The wild mushroom belongs to the spring or fall, seasons in which temperature is moderate and moisture should be abundant. But for those who are interested in mushrooms, at the proper season, the following little poem may be interesting:

MAIDS AND MUSHROOMS. By Abbie Farwell Brown.

Oddly fashioned, quaintly dyed, In the woods the mushrooms hide; Rich and meaty, full of flavor, Made for man's delicious savor,

But he shudders and he shrinks At the piquant mauves and pinks, Who is brave enough to dare Curious shapes and colors rare, Dainties in peculiar dresses, Fairy rings and inky messes. Something sinister must be In the strange variety, It is better not to know; Safer but to peer and go. So the mushrooms dry and fade, Like full many a blooming maid, With her dower of preciousness Hid too well for men to guess.

But the toadstools bright and yellow Tempt and poison many a fellow, With their flaming beauty bright, The bold promise of delight. Taste and suffer, ache and burn, Generations do not learn!

Nay! a little mushroom study Would not injure anybody.

THERE ARE MANY Varieties of mushrooms, all edible, but I feel safe in gathering and eating only one kind, the "common" mushroom such as is usually sold on the market. I gathered and ate those on old sheep pastures when a boy, and I have been doing so off and on ever since. In confining myself to this variety I know that I overlook other mushrooms that are good eating. Among them are the shaggy manes, with the drooping, pointed tops. I have eaten them when they were picked by a person in whose judgment I had confidence, but I never trust myself to gather them because in appearance they resemble some of the poisonous toadstools too closely.

SOMEWHERE I HAVE READ that all puffballs are edible. I have tried them, again under guidance of an expert, and found them good, but I never meddle with them on my own hook. Often I have been asked to explain just how I distinguish a mushroom from a toadstool. It can't be done satisfactorily without an actual demonstration. How can you explain to a stranger the difference between Bill Jones and Tom Smith? They are of about the same height, build and weight. Both have black hair and brown eyes. Their features are quite similar in contour. Any description that you could give of one would fit the other. Yet you could not possibly mistake one for the other because you all grew up: together.

WATER FLOWING OVER Niagara Falls has reached the highest point recorded in years. At the present time the flats at the upper part of Goat island are covered and there are no rock formations showing in the upper rapids. When I visited the falls two years ago people in bathing suits were wading among the rocks far above the island.

THERE IS PROBABLY NO Direct connection between the water level and the number of visitors to the falls, but it is a fact that more people have visited the falls this summer than ever before. On the weekend of July 4 the record was the highest ever made, 1,482,649. During the three days 58,110 automobiles crossed the bridge into Canada, carrying 261,495 persons, in addition to 152,523 foot passengers.

A CURIOUS RADIO FREAK was reported by the captain of a ship which recently returned from the Pacific. At the International date line, in the middle of the Pacific, a church service in England was picked up. The sound originated on exactly the opposite side of the earth, therefore it should have made no difference which way the waves traveled. But it was noticed that each sound was followed by a sort of echo, which the captain thinks was due to the waves coming from both directions. But why one should have traveled more quickly than the other is not clear. Maybe the captain's set was out of order.

WIN V. WORKING IS HOME from a trip to Toronto with members of his family to visit relatives in the east. They returned by the north route through Callander, where they stopped to see the Dionne quintuplets. The children are now three years old, and they have developed greatly since I saw them two years ago. Also, the surroundings have been greatly changed in the intervening time. Across the road from the hospital which is the home of the little girls a large building has been erected to serve as a curio and souvenir shop. There Papa Dionne sits in state, receiving callers behind a curtain which screens him from public view. He writes his autograph for a quarter, and, as callers number some thousands each day his intake reaches fairly large figures. Near by is another new building with a large sign proclaiming that there are to be seen the midwife who officiated at the birth of the quintuplets and their first nurse. These sisters tell the story of the birth to callers, also for a small price. On the day when Mr. Working and his party called there were something over 2,500 visitors. Visitors now pass through a corridor and look through a screen which affords a good view of the children at play, but through which they cannot see the stream of visitors.

IT REMAINS FOR THE guardians of the children to deal with one of the major problems concerning their life. Heretofore it has been possible to guard them from contacts which would develop excessive self-consciousness. But this cannot be continued indefinitely. Presently the children must be aware that they are celebrities, and it will be no easy task to prevent that knowledge from influencing them in undesirable ways.

PRISONER NO. 37859 IN THE Federal penitentiary at Leavenworth, Kansas, has written a casualty company a remarkable letter. He is a burglar and having been in the practical end of his vocation is able to speak with authority of the necessity for burglary insurance in spite of physical protection. Convict No. 37859 says:

"AS ,I AM IN PRISON AND cannot gain the information otherwise, I am writing to you with the hope that you will aid me by giving me certain information to bring about my rehabilitation.

"I am just starting a six. (6) years sentence, during its execution I am going to make every effort to fit myself mentally, so that I can make an honest living after my release.

"In physical appearance and through a sincere desire, I should make a good salesman. Having been a burglar for fifteen (15) years, I feel that I am especially fitted to handle burglary insurance.

"I 'know' that any business man no matter where his business establishment may be situated, hasn't any protection against the night time prowler. I can convince any property owner that locks mean nothing, burglary alarms not much more and that it would take the U. S. army . . . to adequately police any city of 200,000 population; and that any city of smaller size has no protection at all."

SWEDEN IS SAID TO LEAD the world in per capita consumption of coffee, and their Norwegian neighbors are also large consumers of coffee. Many have wondered why the use of this beverage became so prevalent in the Scandinavian countries. One explanation is that the prevalence of the habit is due to an experiment conducted in the 18th century by King Distav III of Sweden.

BOTH COFFEE AND TEA HAD been introduced into the peninsula, and each beverage had its advocates who insisted that his favorite drink was wholesome while the other was injurious to health. The debate waxed fast and furious, and the king determined to end it. Two identical twin brothers had been convicted of murder and condemned to death. The king agreed to commute the sentence to life imprisonment on condition that one brother should consent to drink a large quantity of tea daily and the other an equally large quantity of coffee. The brothers consented and the drinking began. It continued year after year until the tea-drinking brother died at the age of 83, leaving the coffee drinker a living example of the wholesomeness of coffee. That is an explanation that one may take or leave, as he sees fit.

THAT THE SOUTH SEA Islands are inhabited chiefly fry cannibals is denied by a writer in Science Service who says that as the term is ordinarily understood there are no cannibals in the world, and he does not appear to believe that there have ever been any. It is true that in dire emergency and under stress of starvation, human flesh has been eaten, but such incidents have not been confined to the people of any locality or race. It is also true that human flesh has sometimes been eaten as part of a religious ceremonial. But the writer finds no evidence of the existence of cannibalism as a regular practice. According to his view persons who feel a call to go missionarying need have no fear that they will be eaten.

JOSEPH SCHMIDT, OF Wingham, Ont., up near Lake Huron, is buying steel, not steel stocks or steel bonds, but the actual stuff. He doesn't bother much with scrap, but buys regular steel of good quality, and he has tons and tons of it stored away. He is speculating on another big war, which he feels sure will come before long, and he knows that when it does come steel will be in demand. His investment yields no dividends at present, but he looks for a big profit when the war comes. Mr. Schmidt would be shocked if, when war comes, the Canadian government should take things into its own hands and fix the prices of steel and everything else on a basis which would shrink profits to the vanishing point. And governments are showing a disposition to do some unexpected things about war profits.

KNOTS IN LUMBER ARE caused chiefly by the overgrowing of broken branches by new wood. The appearance known as bird's-eye is due to a somewhat similar cause, but in that case the branches have not got beyond the stage of mere buds, and the new growth forms beautifully variegated patterns. The bird's-eye design is found most frequently in maple, and a tree which will yield such lumber has considerable value. I have heard timber men say, however, that there is no way whereby a bird's-eye tree can be identified until it is cut. Because of this great quantities of bird's eye maple have been cut up into cordwood or split into fence rails.

DURING THE WAR, WHEN the government was searching the country for black walnut for rifle stocks I was reminded of a rail on my grandfather's farm which I helped to demolish. It was an old fence and some of the bottom rails had rotted out and the fence was in poor repair. Moreover, its zig-zagging panels took a lot of room and the space was needed for crops. It was decided to tear down the old fence and build a straight one of posts and boards. The rails were of many kinds of timber, but all looked alike, as they were weathered gray with age and exposure. But most of them were of black walnut. There had been a grove of black walnut on the land, and when the land was cleared the trees were split up for fence rails. After the fence was taken down it was my job to reduce those rails to stove wood with a bucksaw, and for some time I had a very low opinion of black walnut. That fence contained material for rifle stocks for quite an army.

I AM TOLD THAT THERE ARE potato bugs—the striped kind—on the Pacific coast, and that the western states maintain strict quarantine against potatoes from this side of the mountains for fear that bugs may get by in the shipments. I have been told of one man who succeeded in smuggling a quantity of eastern potatoes into Oregon or Washington. He planted them and had his crop growing before the authorities found it out. Then they swooped down on him, plowed up his potato field and went over it with a fine-tooth comb to make sure that no bugs were concealed in it, and subjected the owner to a heavy fine.

ABOUT 84 PER CENT OF THE phosphate produced in the United States comes from Florida. Much of it is exported. On the other hand, we import large quantities of potash, much of it from Germany. At Jacksonville I saw several German ships unloading potash and preparing to load with phosphates for the return trip.

DID YOU KNOW THAT THE government counts the pits in a can of cherries? Canned cherries are supposed to be pitted, but occasionally a pit gets by. Under pure food law regulations a standard of tolerance was fixed which permitted one pit for each 10 ounces of cherries. This allowance has now been cut to one pit to each 20 ounces. Check up on that with your next order of cherry pie.

THE LATEST THING IN SOIL conservation is a borrowing machine which makes ridges on pasture hillsides without destroying sod. The purpose is to check erosion from heavy rains.