NOT HURT BY WARM CLIMATE

Writer Denies That Life in the Tropics Is Enervating to Whites Dwelling There.

The opinion is widespread in northern climes that a continuously warm climate, unbroken by sharp periodic changes, is enervating and detrimental to the white man. This opinion is substantiated by a considerable variety of evidence. Exception, however, is taken by Vaughan MacCaughey, writing in Science.

Hawaii is sub-tropical. The significant fact is that the "white" population lives "American style."

The hours of labor for business men, professional men and laborers are just as long as in northern regions. The holidays and vacation periods are no more numerous. The lunch period is one hour at noon, and there is no siesta.

A white laboring class does not exist in Hawaii. This is due, however, not to climatic conditions, but to the economic competition of cheap oriental labor.

It must be acknowledged that the change from a northern to sub-tropical climate does not always agree with the white women. Some suffer from poor health and more or less profound functional derangement. However, the problem is an open one as to whether this is directly due to climatic maladaptation.

FRENCHMAN'S WORK OF ART

Beauvais Cathedral Clock a Remarkable Example of Ingenuity in Its Construction.

The clock of Beauvais (France) cathedral is said to be composed of 92,000 separate pieces. One sees on the 52 dial plates the hour, the day, the week and the month; the rising and setting of the sun, phases of the moon, the tides, the time in the principal capitals of the world, together with a series of terrestrial and astronomical evolutions. The framework is carved oak, eight meters by five meters, or 26 feet by 16¼ feet. When the clock strikes all the edifice seems in movement. The designer wished to depict the Last Judgment. This wonderful work recalls the clock of Strassburg, and is of modern construction. It is the work of M. Verite, who was in the engineering department of the Nord railway, and who died in 1887. The cock crows, angels sound a trumpet at the four cardinal points, imitation of flames appears from the openings of little steeples right and left. A soul, that of the impenitent thief, appears before the supreme Judge. It is condemned, "a l' enfer," and a demon armed with a pitchfork seizes it and casts it into the abyss. Next comes the soul of the just. The angels advance and conduct it to the realms of day, sacred strains being heard.

Spread Love of Good Music.

The greatest factors that exist at the present time in the spreading of music and the inducement of a love for it, are the music-reproducing machines of all kinds. What these have done to promote general musical knowledge cannot be overestimated.

Why, you meet people who, a few years ago, would not have known the name of one great musical composition, who now are familiar not only with the composers, but with their foremost interpreters and the ways in which these interpretations have been conceived. These people know every note of works they hadn't even heard a few years ago.

It is not enough for a composition to be great to help the world, apparently; it must be known to be great. With a man it is a different matter. Do your work well, and you will be judged by it. There are always those who can judge if one's work is good; let them judge.—Exchange.

Change of Ownership.

A poorly clad stranger had been gazing for such a long time with interest at a mansion, with its spacious, stately carriage drive and well-kept grounds, that a policeman at the corner grew suspicious and walked up to him. "Nice house," said the officer genially. "Yes," was the reply. "It's a very nice house, and it cost money, too." "It did that?" said the officer. "I built that house," said the stranger. The officer looked at the seedy individual and smiled. "What did yer do it with," he said—"a spade and hoe?" "No," replied the man sadly, "with money left me by my uncle. It is not exactly as I would have designed it, nor had I seen it before——" "You never saw it before," said the officer, "and it ain't just as you'd like it, but you built it with money left you by your uncle; that's a good joke." "It's all true," said the seedy stranger; "the owner was my lawyer."

England and America.

The language and traditions common to England and America are like other family bonds; they draw kindred together at the greater crises of life, but they also occasion at times a little friction and fault finding. The groundwork of the two societies is so similar that each nation, feeling almost at home with the other, may instinctively resent what hinders it from feeling at home altogether. Differences will tend to seem anomalies that have slipped in by mistake and through somebody's fault. Each will judge the other by his own standards and feeling as if the [illegible] that he [illegible] of imagination [illegible] out [illegible]—George [illegible] Bark.

[illegible] the labor [illegible] their working conditions, [illegible] job printing. The Observer is one of the two shops in town observing union principles. Phone Main 37.

June 10th, last day to pay water rent without a penalty. 6-8-2t

MARCH'S TWO BIRTHSTONES

Persons Born in That Month May Have Choice of the Bloodstone or the Aquamarine.

The month of March has two birthstones. The one sanctioned by ancient tradition is the bloodstone. As an alternate the aquamarine is given in the list of birthstones adopted by the National Jewelers' association. The bloodstone is a variety of chalcedony, dull green with blood-red spots. It is sometimes called heliotrope. The principal mines are in India, though it is found in Scotland, Brazil, Uruguay and Australia. It was supposed in old times to have therapeutic virtues and was used especially to cure hemorrhages and inflammatory diseases. Because of this fancied curative value it was widely worn cut in the form of a heart in Mexico in the days succeeding the conquest by Spaniards and Indians. The stone is still believed by the superstitious to be an amulet bringing good luck. An ancient Egyptian parchment says "If anyone have this stone with him he will be given whatever he asks for and whatever the wearer says will be believed."

The aquamarine is a transparent variety of beryl, characteristically of a bluish green color. Its name, translated, means "sea water," and it looks like the green-blue water of the ocean frozen into a flashing crystal. Large aquamarines are especially beautiful as brooches or necklace pendants.

WALK MUCH AND LIVE LONG

Overwhelming Evidences That Pedestrianism Is by Long Odds the Best Form of Exercise.

"Walk, walk, walk, every day, and while walking give the arms full play. By so doing the bones, blood, muscles, nerves and brain will be kept in healthy activity. Moreover, never mind the weather. Take your exercise, be the day wet or fine, hot or cold. Above all, avoid sitting over a fire. Nothing is more conducive to senility." This is the prescription of Sir Herman Weber, the eminent European physician, who died at the age of ninety-five years. Certainly there could be no better recommendation of the virtues of walking than the life of Sir Herman.

Walking is something that cannot be overdone, and at the same time much out of fashion at the present time. In this day of automobiles the man who walks is the exception, and while the man in the motorcar derives a vast amount of benefit from his trips into the country and through getting his lungs pumped full of fresh air, he does not obtain the great variety of health-giving features that come with walking.

Many Glacial Periods.

One often hears of "the glacial period" or "the ice age" of the earth, but, strictly speaking, this expression is not correct. It is now established beyond all reasonable doubt that this planet has experienced not one but a great many glacial periods. Evidence has been found which proves that the latest or Pleistocene glacial epoch has several important subdivisions, and that all of the present continents have experienced glacial epochs at different ages. Great ice sheets were formed at different periods back to the Proterozoic age; that is, the age of the oldest known sedimentary rocks, a great many million years ago. One of the most recent discoveries of the old glacial deposits was made by Professor W. W. Atwood, of the United States geological survey, near Ridgway, in southwestern Colorado. These deposits were found beneath tertiary lavas of the San Juan mountains, and resting upon upper cretaceous beds. They have, it is believed, been formed in early Eocene times.

Time and Watch on Shipboard.

The bell on shipboard is struck every half-hour. In the morning one bell sounds at 12:30 a. m. and every half-hour increases until eight bells at 4 a. m.; then one bell again at 4:30 a. m. to eight bells at 8 a. m.; one bell again at 8:30 a. m.; and eight bells at noon. In the afternoon one bell sounds at 12:30 p. m. and eight bells at 4 p. m., after which is the first dog watch (one bell 4:30, two bells 5, three bells 5:30, four bells 6), and the second dog watch (one bell 6:30, two bells 7, three bells 7:30, eight bells 8), and then one bell at 8:30 to eight bells at midnight.

The day is divided into seven watches, as follows: Afternoon watch, noon to 4 p. m.; first dog watch, 4 p. m. to 6 p. m.; second dog watch, 6 p. m. to 8 p. m.; first watch 8 p. m. to midnight; middle watch, midnight to 4 a. m.; morning watch, 4 a. m. to 8 a. m.; forenoon watch, 8 a. m. to noon.

"Swan" Is Really Goose.

The Chinese "swan" is not really a swan, but a goose. It has achieved a vicarious reputation as a swan merely because of an extremely long neck not properly belonging to a goose, but altogether swanlike.

The lady swan, instead of pursuing the birdlike motherly habit of sitting on her eggs in order to transform them from mere eggs into baby swans, carefully covers them up with a mound of sticks and things.

The Chinese swan is known to highbrow circles as a Cygnopsis cygnoides. It is a most peculiar bird with a large [illegible] on its bill, which is as yellow as the royal dragon of China. It has a disposition as mild as that of the [illegible] reputation itself, is given to [illegible], has a large appetite and [illegible] loquacious [illegible] in a [illegible] untrained Chinese manner.

I will not stand responsible for any bills contracted by my wife, Rosa E. Robertson, from this date, June 4. 6-5-10t p. T. J. ROBERTSON.

[illegible] furnished and printed Butter Wrappers.

Highway Improvement

PLAN TO MAKE A ROAD DRAG

Illustration Shows an Implement Which Is Simple and Inexpensive—Tough Wood Best.

(Prepared by the United States Department of Agriculture.)

The accompanying illustration shows a typical design for a road drag which is very simple and inexpensive. The design contemplates the use of an ordinary log of timber, such as may be readily obtained in almost every locality. The log should be about 7 or 8 inches in diameter and from 6 to 8 feet long, and should preferably be of hard, tough wood which will not decay very rapidly when exposed to the weather. White oak, burr oak, chestnut, cedar, hickory, walnut, or any similar wood may be satisfactorily used, provided that it is well seasoned before the drag is put into use. Railroad ties have been frequently used for this purpose and possess the advantage that they are already cut to about the right length. In selecting the tie, however, care should be exercised to see that it is of sound wood and of the proper size.

The drag is made by splitting or sawing the log into two equal semi-cylinders, which are then framed together in the manner shown in the illustration. The better of the two pieces should form the front runner of the drag, because it is the one subjected to the greater wear. Moreover, while the front runner should always be placed with the face forward, it is claimed by many that better results may be obtained by having the round part of the back runner go forward in order to increase the smearing action of the drag. The two runners are usually spaced from about 30 inches to 36 inches apart, and are connected in ladder fashion by means of cross stakes or rungs.

The ends of the rungs are ordinarily fitted into 2-inch auger holes, bored in the runners, and are securely held in place by means of end wedges. The auger holes are so arranged that the runners, when framed together, will be displaced in a longitudinal direction with respect to each other. The object of this displacement, or offset as it is usually termed, is to make the ends of the front and back runners follow approximately the same line on the road while the drag is in operation. The amount of displacement, therefore, should depend on the amount of skew necessary to make the drag empty itself. But since this skew varies with the condition of the road surface, the proper offset to be given to runners cannot be definitely fixed. Under ordinary conditions an offset of from about 12 inches to about 16 inches will prove satisfactory.

In order to make it easy for a man to stand upon the drag and to shift his weight properly when dragging over a hard surface, the drag should be provided with two 1-inch boards parallel to the runners and nailed down to

Typical Design of Split-Log Drag.

the rungs. These boards should be about 8 inches wide and their length should be slightly less than that of the runners of the drag.

The chain by means of which the drag is drawn should be about 8 feet long and its links should be made of three-eighths-inch steel. On light drags two trace chains may be used for this purpose.

Many road drags constructed as above described, without metal cutting edges or other modifications, have been used satisfactorily where the conditions were favorable. It is evident, however, that such drags are effective only on comparatively soft road surfaces, and to diminish this limitation and also to increase the life of the drag it is very desirable to provide a metal-cutting edge for the front runner. An excellent edge of this kind may be made from a strip of iron or steel about one-fourth inch thick and about four inches wide, and even old wagon tires or wornout grader blades have been very satisfactory.

GOOD ROADS ARE NECESSITY

Add to Joy and Comfort of Country and City Life—National Problem for Everybody.

Good roads will add to the joy and comfort of country life and city life. They are a public necessity. The problem is a township problem, a county problem, a state problem, a national problem for men and women of all business and industrial life. It deserves united co-operation.

FRANKLIN CAR CAPTURES RECORD FOR ECONOMY

Smashing its previous national tire record by more than 4,500 miles, or nearly 50 per cent., and practically doubling the best existing figures available for other makes, the Franklin car has just captured another national record for economy. Figures proving a new average tire mileage of more than 14,590 miles to every set, have been disclosed in the country-wide investigation of tire facts, conducted by the Franklin Automobile Company, of Syracuse, N. Y.

Results are based entirely on figures submitted by owners and are the outcome of a great mass of data, with the elimination of all special cases not backed up by the actual speedometer readings of the owners and drivers of the cars.

More than two years' time was required for the completion of the mileage reports. It is significant that the Series 9 Franklin on which the investigation was based, was first put out in the fall of 1916 and in nearly every case the original tires lasted through the first two seasons during which the car was used. So great was the life of the tires that despite the elapse of two full seasons of use, many owners were unable to report a complete mileage for their cars and instead submitted figures showing what mileage the tires had run to the date of the investigation.

Several scattered reports to the Franklin offices during the compilation of the records show that certain tires have been used far in excess of 30,000 miles, but as these reports, in nearly every case, were submitted by individual tire dealers and not by the owners themselves, the figures were not included in the national average.

The figures covered every type of Franklin of the present series, both open and enclosed. Every section of the country was represented and interesting facts of climatic and geographic conditions and their effect on tires also were obtained.

Less than 8 per cent. of the tires were discarded because they were worn out. Many of the tires exceeded the 20,000 mile mark, and better than 10 per cent. covered 18,000 miles and were still in use on the cars.

As proof that luck as an element is principles are correct in giving long figures reveal that of all the cars reported, there was an average of 630 punctures to 5,260,638 tire miles; or, to put the result in a different manner, each set of tires ran 8,141.2 miles before a puncture was recorded.

One of the most interesting facts disclosed was that less than one-half of the Franklin owners ever carry spare tires and then, in the great majority of cases, only when the tires are nearing the end of their long period of serviceability.

Countless additional facts of tire usage of various models prove that Franklin scientific light weight principles are correct in giving long tire life. The Franklin light total weight, light unsprung weight and shock absorbing qualities of construction again [illegible] national vindication.

French Goddess of Liberty.

The Goddess of Liberty was created by the French convention in 1793, and was enthroned by a public ceremonial. It is not known who personated the goddess on the occasion, but probably she was dressed in the French tricolor, red, white and blue, with cap and flowing skirt of classic design. The French liberty cap was red, the American is blue, with a border of gilt stars on white. The figure of Liberty on the early American coins had loose hair, tied behind, a sort of free and easy gown, with low neck and short sleeves and sandals without heels.

CHEAP COAL AT FAIRBANKS.

FAIRBANKS, Alaska. (Correspondence of The Associated Press)—Coal bills of Fairbanks residents next winter probably will be reduced fifty per cent. if the government railroad line is completed to this town by October, as expected. Dealers expect coal to sell here, delivered by the railroad, at $6 per ton, or considerably lower than coal retails for in the States.

United States Senate.

Each United States senator is elected for six years, unless he is chosen to fill the unexpired term of some senator who has died or resigned. On March 4 in every "odd year"—1919, etc.—the terms of 32 senators expire; that is, one-third of the whole number. By this plan there is never an entirely new senate. Even if no members were re-elected, two-thirds of the membership would always consist of men who have had either two or four years' service.

June 10th, last day to pay water rent without a penalty. 6-8-2t

Job printing, The Observer, Main 37.

Sun Nearest Earth.

The sun is nearest the earth—or perihelion—at the beginning of the year, or when the northern hemisphere has winter. It is at its greatest distance, or aphelion, about the middle of the year, or during the summer of the northern hemisphere. The least distance of the sun from the earth is more than 91,000,000 miles, and the greatest more than 94,000,000. The mean distance is commonly stated as 92,000,000.

Good Way Out of Difficulty.

If you can't tell the truth, do not tell anything. If you do not wish to answer a man's question, tell him that if you did it would embarrass him and yourself, and he'll be glad to let you off.

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