

Crossroads Famous in World History

All Countries Have Them, Also Sea and Air.

Washington.—One of the most important men in the United States is the traffic policeman at Washington and Meridian streets, Indianapolis. With one blast on his whistle he can send automobiles to Miami, Florida, or Seattle, Washington. At will he can turn his back on Florida and Seattle and route cars to New York or Los Angeles.

The Washington-and-Meridian-streets intersection in Indianapolis is the crossroads of the main transcontinental highways of the United States.

"Mankind has many remarkable crossroads," says a bulletin of the National Geographic society from its headquarters in Washington.

"There are crossroads of the sea at Singapore Panama canal, Hawaii, St. Paul Island and Colombo; crossroads of cable lines at Guam and the Azores; crossroads of history in Palestine; crossroads of intercourse between Europe and Asia at Constantinople. And now appear the crossroads of the air at Prague.

Great Cities Are Crossroads.

"Practically every great city has to be a geographic crossroads before it can be a great city. History counts Chicago only a fledgling crossroads but the Windy city lays claim to two records in fusing streams of men and metal; its 'train-a-minute' advertisement is a hint to its position as the world's greatest rail center, its feverish trade gives to the intersection of State and Madison streets the title of the 'busiest corner in the world.' Fifth avenue and Forty-second street, New York, may make more people bump-shoulders, but for thronging pedestrians and vehicles Chicago's most crowded crossroads stands alone.

"The spot where Braddock met defeat, where the extending avenues of British and French colonial progress collided, is today one of the most remarkable of the United States' crossroads. The town of Braddock, eight miles out of Pittsburgh, on the Monongahela river, is supposed to be the tonnage center of railway traffic. Iron ore comes in from the north and coal from West Virginia to feed the hungry blast furnaces. Six of the heavy freight-carrying railroads pass Braddock's front door.

"London questions the American claims to street traffic records, pointing to the Bank of England corner. Under this frowning, austere facade vehicles and pedestrians in unending streams debouch from Cheapside, Threadneedle, Cornhill, Lombard, King William, Queen Victoria and Princess streets.

"So strictly immutable are the laws of geography that London's traffic whirlpool today is the same crossroads of England that Caesar's captains established two thousand years ago. The Romans entered England by the Thames and by the Kent coast. The old Kent road sought the most satisfactory crossing of the Thames which would still be within reach of the sea. 'Londinium' became the crossroads to the fertile midland. London is not only the crossroads of England today but also the intersection of many world streams of trade. Before the World war no important banking transaction took place on earth without the guardians of the financial crossroads of the world in London taking their toll. New York now pockets the poll tax for money's highroads.

Paris Is Europe's Civic Center.

"Probably the best investment in crossroads real estate is Paris. Geographers say Paris is the natural headquarters of mankind. That it is the inevitable crossroads of France is plain, for it commands the best routes to England, Belgium, Germany, the Mediterranean and to the Loire. When

all parts of the world have been developed to their natural capacity Paris, they say, will hold sway. She has easy access to the Mediterranean and Africa through the break between the Alps and the Pyrenees. She is more convenient to the Atlantic than Germany and Italy. Vast Eurasia can come to her better than to England, Spain or Italy. She has better access to America than Japan or China. Paris' international atmosphere today is evidence that 'all roads lead to Paris,' not Rome.

"A good question for a geography final examination is: Where is the world's zero zero? Answer: The intersection of the equator, zero latitude, and the zero longitude which runs through Greenwich, England, is the arbitrary map crossroads of the world. This point lies in the Gulf of Guinea, 400 miles off Accra on the Gold coast of Africa.

"When the Turk became traffic policeman and turned the 'Stop' sign against Europe in Palestine, he produced one of the few traffic jams for which the world can give thanks. Vasco da Gama went off on a detour and discovered the way around Africa and around Palestine, the most important crossroads of ancient history. And what was still worse for the Turk, Columbus started off in the opposite direction. Columbus' discovery of America broke the Ottoman monopoly. The busy isthmus between the Red sea and the end of the Mediterranean has been the parade ground of conquerors—Cambyses, Alexander the Great, Pompey, Saladin, Richard the Lion-Hearted, Allenby and many, many others. No real empire could do without it. But the tonnage of the Panama canal last year passed the Suez. The crossroads Columbus discovered has eclipsed that of history."

Has Tame Stork

Vietzie-in-Uckermark, Germany.—Everywhere that Gretchen goes, a stork is sure to follow. Tamed after being forced down by a storm, the bird accompanies children to school and poses in their drawing classes.

GERMS LOSE THEIR POWER IF NOT IN THE RIGHT PLACE

Russian Scientist Makes Valuable Discovery.

Washington.—Germs of diseases that are deadly to an animal or a human being if they find their way into the part of the body they usually afflict, may be entirely harmless if they are planted in another organ or tissue. Doses of anthrax germs a thousand times larger than an ordinary fatal injection have been introduced into the bodies of guinea pigs with no more effect than so much salt water; yet if the slightest trace of the fluid containing them found its way into a scratch on the skin, the animal very quickly died.

These experiments, which promise revolutionary results in the sciences of bacteriology and pathology, are being conducted at the Pasteur institute in Paris by Dr. A. Besredka, a young Russian scientist, according to Dr. Erwin F. Smith, pathologist of the United States Department of Agriculture, who has just returned from a tour of inspection through European laboratories.

Doctor Besredka, he says, has discovered an entirely new principle in bacteriology which has been named "local immunity." According to this principle, disease-causing organisms are frequently quite impotent if they do harm away from their usual habitat. Anthrax, for example, is always an

\$23,000,000 Tunnel Piercing Cascades

Eugene, Ore.—Tunneling under the Cascade mountains, 2,000 men are working night and day to complete a 75-mile railroad line between Oakridge and Kirk that will clip 200 miles from the transcontinental route. The project is to be completed next summer and is to cost approximately \$23,000,000. Engineers declare it one of the most notable railroad construction projects in the United States.

Wide Underground River Discovered in Texas

San Marcos, Texas.—Discovery of what is believed to be an underground river of a width of perhaps one-half mile and of undeterminable depth, has transformed the arid region 15 to 25 miles northeast of here into a veritable paradise of verdure and growing crops within a period of three months.

It was during the height of the recent severe drought that Ben W. Pyland, a farmer, decided to dig a well on his place in a search of water. He was ridiculed for attempting to get water in that locality by digging a well.

Pyland commenced digging and at a depth of 20 feet he struck a cap of limestone. Using his pick vigorously he punctured this covering and there immediately gushed forth a small torrent of water. He enlarged the hole by exploding a charge of dynamite and the water poured into the well, almost filling it to the top.

Other farmers in the section began digging wells and several of them obtained water in apparently inexhaustible quantities.

Strangled by Beads

New York.—Grace Christiansen, fifteen-months-old daughter of Mr. and Mrs. John Christiansen, was strangled to death by a string of beads which caught on a post of a crib from which the child fell.

Left in her crib as the mother went about her housework, the child fell from her bed and the beads about her throat caught and twisted on the crib post, virtually hanging the child.

affliction of the skin and surface tissues. Doctor Besredka devised means for planting cultures of the germs deep in the muscular tissue, in the lungs and elsewhere in the bodies of guinea pigs. Aside from a little inflammation, probably due to the mechanical irritation of the instruments used, the animals showed no signs of harm from the usually deadly organisms.

Less serious skin infections, like those caused by staphylococcus, the germ of boils, were shown to act in the same way.

Doctor Besredka's discoveries have already become of practical importance in medicine. After showing that susceptibility to bacterial infection was local, the Russian scientist also showed that immunity could be conferred more effectively by serums and other preventive means if applied equally directly to the regions usually attacked by the disease.

Since typhoid fever is a disease of the digestive tract, Paris physicians are now following Doctor Besredka's principle, and administering antityphoid serum through the mouth rather than by means of injection into the arm. Doctor Besredka claims that when administered in the ordinary way the serum gets no chance to act until the blood has carried it from the muscles of the arm into the intestinal tract.

Boy Scouts at Grave of Theodore Roosevelt



General view of over 1,000 boy scouts reciting the scout oath at the grave of Theodore Roosevelt. Under the leadership of Dan Beard these boy scouts made their sixth annual pilgrimage to the last resting place of the former President.

Shortens Railroad; Historic Town Goes

Langtry, Texas, Doomed to Save Five Miles.

Fort Worth, Texas.—Because a railroad intends to shorten its mileage the town of Langtry, historic, colorful remnant of the old West, where Justice Roy Bean administered the "law beyond the Pecos," will soon be abandoned.

When Clarence E. Gilmore, chairman of the Texas railroad commission, was in Fort Worth a few days ago he announced that authority had been given the Southern Pacific to build a 14-mile cutoff over its transcontinental line on the border that will eliminate Langtry from the route.

The distance between Los Angeles and New Orleans thus will be shortened five miles.

A new town of the same name will be located on the cutoff. Gilmore has joined a number of Texas citizens in a request to the Southern Pacific to maintain the old Bean "palace of justice," as he called it, transforming the property into a small park. The old ramshackle Bean homestead, used as justice court, billiard hall, saloon and home, stands alongside the present railroad track, where it attracts attention of all travelers. When the new line is built one will have to travel five miles overland to see the Bean place.

Bean "Law Beyond the Pecos."

Bean was all that he claimed, the law beyond the Pecos. He made laws on the spot to fit any case that came up, and for many years controlled the lawless element of the frontier, keeping a six-shooter strapped to his side to back up his speedily made statutes.

Forty years ago a painter stopped off at Langtry and painted a sign for Bean that remains over the place, the sign reading: "Judge Roy Bean, Justice of the Peace. Law West of the Pecos."

The artist was paid in liquor by Bean for his work. Mere lack of jurisdiction never worried Roy Bean. Although without legal authority, he tried men for murder, highway robbery and other district court cases and saw to it that his convictions were carried out. He likewise granted divorces. No one interfered with him. It didn't pay.

Once a Mexican couple called upon him, asking to be married, but they had forgotten to obtain a license. "No matter," ruled Bean. "I'll marry you right now and send to Delrio for the license." And he did. Several months later the two appeared before Bean and sought a divorce and the western justice, not hesitating a second, improvised a divorce ceremony and told the two their marital relations had ceased.

When District Judge J. B. Falvey of El Paso heard of this and protested, Bean had his answer ready. "I'm running this office on common sense principles," he wrote to Falvey. "I reckon a man has got the right to undo anything he has done. I married this couple, so I had the right to unmarry them."

But there are plenty of Bean stories that surpass this, including the re-

building of the town. Formerly it had been known as Vinagaroon, the name of a deadly border insect. But one day the pretty Lily Langtry, actress of international fame, was traveling from San Francisco to New Orleans and stopped off to visit Bean. Ordinarily the Southern Pacific train stopped in Vinagaroon but a few minutes, but the conductor obligingly held his train one hour for the Jersey Lily, as she was known.

Named for Lily Langtry.

Bean was much impressed, showed a wide smile through his thick whiskers and decided to hold a special court in honor of the actress. A Mexican was charged with assault to murder, a jury of border cowboys found him guilty and Bean gave him a sentence of six months' imprisonment. None of Bean's prisoners ever

went to the penitentiary. Instead they worked out their sentences around the Bean place.

Lily Langtry presented the old justice with a photo of herself, which so charmed him that he announced there and then that the name of the town thereafter would be Langtry. He placed the photo on a shelf beside a copy of the Texas revised statutes, many years out of date, but which never concerned Bean.

The court was his own bartender. When the hour came for a session Bean would warn customers to get their drinks, remove his apron, walk around in front and announce the session had begun. "Anyone want a drink before court opens?" he always asked. "I can't adjourn court to get any for you fellers."

If a trial appeared somewhat lengthy Bean would recess court every half hour to enable every one to quench his thirst. Every one "quenched" to be on the good side of the court.

When prisoners were not at work Bean chained them to a post near the saloon, a punishment so dreaded that it broke up livestock thefts and border smuggling more effectively than any present method.

Last Contract Let on Welland Canal

New Ditch Will Let Ocean Liners Pass Niagara Falls.

Toronto.—A few days ago the last contract was let for the completion of the new Welland canal connecting Lake Erie with Lake Ontario, forming the first link in the scheme of navigation which will enable ocean liners, instead of halting at Montreal, to steam westward to the far inland ports of Duluth and Port Arthur and all intervening points.

Without much flourish or advertisement, work on the new Welland canal has been proceeding for 13 years. It will be completed, according to present estimate, in five years more. Delay has been due to the war.

From an engineering point of view, the new Welland is a mightier feat than the building of the Panama canal. While it is only 25 miles long as compared with Panama's 50, Panama's summit is only 85 feet above its entrances while the Welland must overcome a lift of 326 feet, which, owing to the falls of Niagara and accompanying rapids, separates the higher level of Lake Erie from Lake Ontario. As a consequence lifting apparatus is on a colossal scale.

To give some idea of the magnitude of the work it may be noted that if all the earth and rock to be excavated were loaded on dump cars the train would stretch for 1,500 miles, exactly the length of the great wall of China. The amount of concrete to be used would be sufficient to build a solid concrete wall 20 feet high, 6 feet wide and 100 miles long.

Rebuilt Three Times.

A hundred years ago the first Welland canal was built, connecting the present terminus, Port Colborne, on Lake Erie, with Port Dalhousie, on Lake Ontario. Three times the work has been reconstructed, and the existing canal accommodates a substantial share of lake navigation. But the new enterprise is infinitely more ambitious.

The northern or Lake Ontario terminal has been moved from Port Dalhousie three or four miles east to Port Wellier (named after the engineer). The canal will follow an almost straight line, and will be five miles shorter than the old.

There will be only seven locks on the new as compared with 27 on the old. Not only the largest steamers on the Great Lakes can come through the locks, but come through in one-third the time. Instead of 24 hours for passage through the present structure, it is estimated that only eight hours will be required for the new.

Another way to estimate the immensity of this undertaking, calculated to cost \$50,000,000 even at 1912 prices, is to say that while the present canal will accommodate only boats at the most 300 feet in length, the new one can let through vessels measuring 800 feet. Such a length is 200 feet

more than the largest boat now plying the lakes.

Among Largest Locks in World.

Some of the new locks are among the largest in the world. The locks of the present canal are only 250 feet long, 45 feet wide and 14 feet in depth. The new are not only 800 feet long, but 50 feet wide, with 30 feet of water over the gate-sills at extreme low stages of the lake. Capacity loads for vessels during the present low water levels in the old canal are 71,000 bushels. Not only will the Grant Morden, with her 500,000 bushels and 22 feet draft, pass through the new locks, but have 8 feet to spare. It will take just exactly eight minutes to clear this gigantic freighter through each lift.

These huge lock compartments, built throughout of concrete and founded on bedrock, will have walls towering 82 feet above the gate-sills. Two of the locks will have walls over 100 feet high. The gates, a notable feature, are to be among the largest in the world, weighing 1,100 tons each. Three of them are twin locks in flight, similar to the Gatun locks of the Panama canal, that is, each pair rising one above the other.

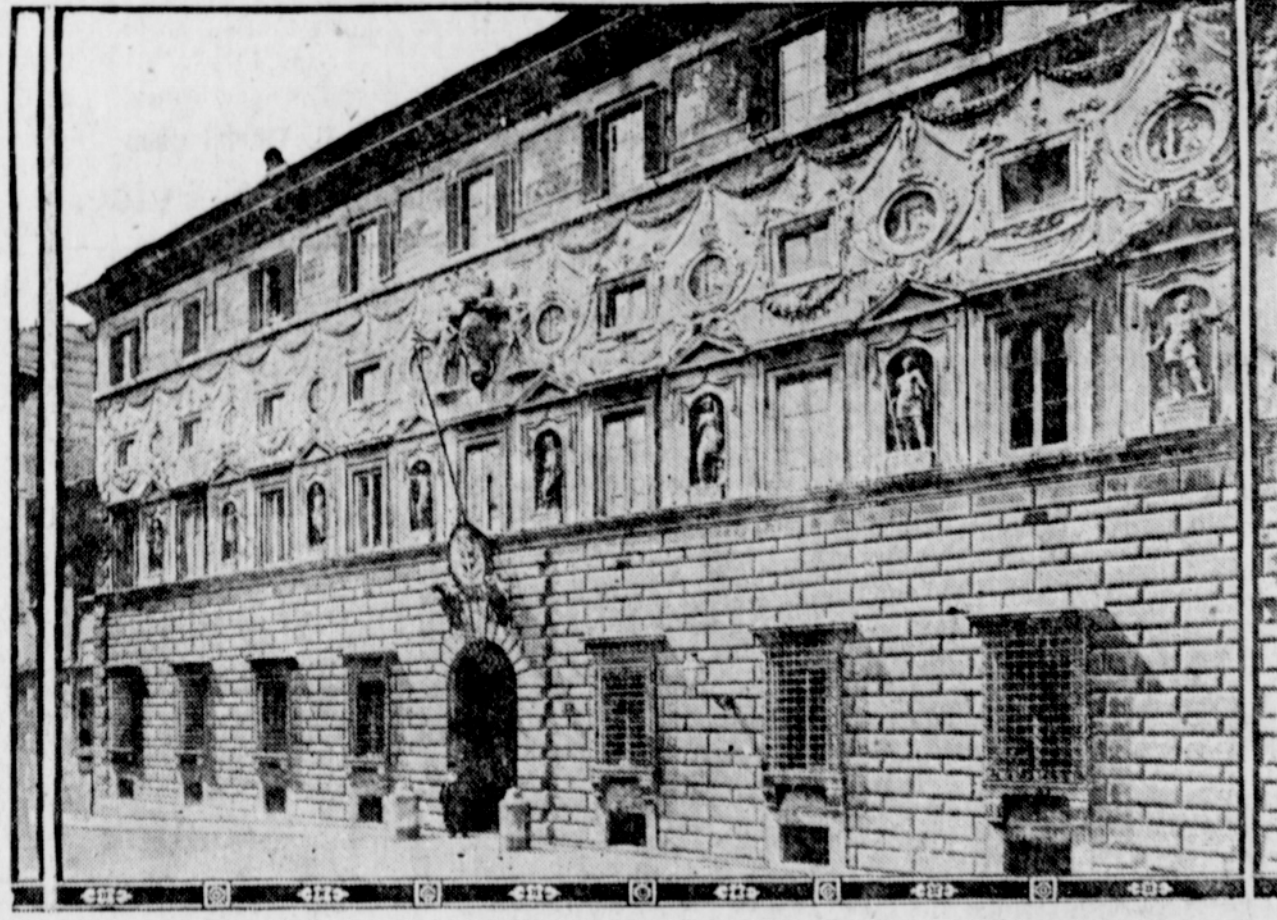
For construction purposes the work of the canal was divided into nine sections, No. 1 being at the Lake Ontario end of the canal, and No. 9 at the Lake Erie or Port Colborne end. The first three sections include the Lake Ontario entrance and all the seven lift locks, each one of which will raise or lower a vessel 46½ feet. These sections, begun in 1912, will all be ready for navigation in three years. Section No. 5, between Thorold and Port Colborne, really an enlargement of the present canal, is the only section completed and in use. Section No. 4, south of Thorold, is almost finished. The contract for section No. 6 has just been awarded.

Offer Wild Horses for Sale at \$5 a Head

Portland, Ore.—Stockmen in eastern Oregon have promised that they will deliver between 30,000 and 50,000 wild horses to the railroad at \$5 a head if there is a market available. C. E. Wade, field officer for the Oregon Humane society, reported, on his return to Portland after two months in the eastern portion of the state. Already the animals are being rounded up in the southern portion of the state and shipped to Petaluma, Cal., he declared.

Among the wild horses is some stock of value, said Mr. Wade, but the majority are small, scrubby animals. He favored the idea of using them for fertilizer, thus making room on the range for cattle with real marketable value.

Our Embassy in Rome May Get This Palace



The Palazzo Spada, which, according to a report, is about to be bought by the United States government to house its embassy in Rome. The palace, originally the property of Prince Spada, was recently inherited by the duke of Montevoglio.

Believes the Irish Sprang From Eskimos

Dublin.—A theory that the Irish are descendants of the Eskimos has been advanced by Doctor Porkory, a Berlin professor of philology, in a lecture at University college.

"There certainly is such a possibility," he said. "In isolated parts of Ireland and Scotland are to be found types with Mongol features, oblique eyes, straight black hair and thick lips. Anthropologically these types could only be connected with the Eskimos."

He believed the first inhabitants of Ireland arrived there about 4,000 B. C., before which time the country was covered with ice.