

OCEAN LANES and THEIR ORIGIN



LAUNCHING A LIFE BOAT

WHEN the survivors of the Titanic were picked up by the Carpathia, which had been summoned to their assistance by wireless less than six hours before, people who could see more than the appalling horror of the tragedy that had preceded the rescue, wondered and said:

"But how fortunate that there was a ship near to pick them up. Suppose there hadn't been?"

As a matter of fact, nobody but a landlubber would have made such a remark. Any man who knew the sea and its ways would have been decidedly surprised had the Titanic's survivors been compelled to wait longer than they did, situated as they were in the direct track of all vessels following what is known as the southern course across the Atlantic. Indeed, the testimony before the senate investigating committee disclosed that at least one steamer had been within nearer range of the distressed liner than the Carpathia, and, according to still other participants in the tragedy passed within five miles of the Titanic before she went down.

Now, if you really are a landlubber and if, conversely, you know nothing about the laws and customs of the seas, you will, like the people referred to above, remark that a wonderful thing it was that so many ships could respond to the Titanic's "C. Q. D." call, and dismiss the whole affair as a remarkable coincidence. On the contrary, there was no coincidence about it—not any more so than if an automobilist on the Merrick road should break down on a lonely stretch out beyond Sayville, let us suppose, and should receive help from a brother of the gasoline fraternity within the next fifteen or twenty minutes.

A Much Traveled Thoroughfare.
No, the Titanic's misfortune happened to her on one of the most frequently traveled thoroughfares of the many that serve the seven seas all over the globe. Outside of a few thickly frequented marine highways, like the British channel, or certain stretches of the Mediterranean, or our own Long Island sound, the Titanic could not have picked out a better place to sink in, with reasonable hope of rescue in a short time. Had it not been for a slip-up or misunderstanding which has yet to be explained, the nearest ship to the wrecked liner would have been alongside in ample time to take off all her passengers and crew.

Nowadays, as, for that matter, from time out of mind, ships do not stray off certain well defined lanes unless driven to do so by unprecedentedly severe weather. But nowadays this holds true even more than formerly. In former times, the prevailing winds

at different seasons, the set of various ocean currents, and similar natural phenomena, played considerable parts in the determination of the great trade routes, just as the location of wells and oases determines caravan routes across the African deserts. Ships naturally steered on courses on which they were most helped by the winds blowing at the different season of the year, as well as by currents like the Gulf Stream.

The lines used by the great transatlantic liners, however, are governed entirely by the ice-drift from the north. This ice-drift is a regular phenomenon, and clogs the seas as far south as the latitude of Cape Hatteras to a point about 40 degrees west longitude, not very far from the Azores. That is to say, about half the seas between the American and European continents are subject to the peril of the iceberg. Years ago skippers discovered this, and when transatlantic travel began to assume the proportions of an industry, the custom gradually grew up of setting regular routes of travel across the Atlantic, depending upon the presence of ice.

North and South Lanes.
The northern, or short lane, is followed late in the year, after all the Greenland floes and bergs have drifted down and disintegrated in the warmer southern waters; the southern or short course is that followed the greater portion of the year, when the presence of ice is a constant menace to navigation. There is not a great deal of latitudinal difference between the two, and there is no attempt to get wholly below the limit of the ice drift, for that would involve an impossible and really futile detour; but the southern course was always regarded as absolutely safe, until the disaster to the Titanic.

To find the beginnings of sea lanes of travel, you must go far back to the beginning of things, to the days when men first ventured on the sea and pushed timorously from cape to cape, anchoring by night and rarely sailing out of sight of land. The Phoenician mariners, who sent their galleys through the Pillars of Hercules and up to Ireland for cargoes of tin, were among the first to map out recognized routes for sea commerce, and one cannot resist a deep respect for their daring in thus exploring a way that their ancestors must have looked upon with wholly superstitious dread.

In the ancient world, it is true, the ocean lanes were not many. Principal among them were the several courses from the Pillars of Hercules, either along the African coast, via Carthage, or the coasts of Gaul, Italy, and Greece, and so on, to the common base of all, the ports of Asia Minor, where the commerce of the ancient world met and was sifted and

then redistributed on its way to thousand smaller marts. Countless less important routes branched out from these, carried them on or projected into limited areas of water, surrounded by large populations which had a commerce of their own. In every case the paths of the trading galleys were invariably the same. The middle of the Mediterranean was probably seldom furrowed outside of the few tracks pursued by vessels traveling from one side of it to the other, say from Carthage or Alexandria to Athens or Rome. Men crept along the coasts or rowed uncertainly from island to island, unless they could not help themselves.

And it is strangely true that nowadays, when the ocean lanes are so much greater in number, so incomparably far-flung in character, the same general conditions hold good on the grander scale that has been assumed. The waters of the world—or that portion of it which is to any extent inhabited—are criss-crossed in every direction by innumerable paths followed by vessels, both sail and steam; but it is still possible to find wide areas in which a sail or a steamship's smoke are not sighted for months on end. What vessel blown into the middle of the vast tract in the South Atlantic, roughly delimited by the routes followed by vessels from North American ports to Gibraltar, and by the course of ships from the South American ports bound for Europe, would have any logical hope of assistance?

Teacher Has Her Own Farm.

Miss Anna Nedobytty, teacher at the Franklin school, has demonstrated her ability as a practical farmer by raising asparagus on her five-acre country home near Davis Crossing on the White Bear road.

After 25 years of teaching in the St. Paul public schools Miss Nedobytty determined to try her hand at vegetable gardening.

She first decided on the bee industry, but after investigating gave it up because of the amount of time it takes to care for the bees. She then spent a summer on a berry farm to learn how to raise berries. That was abandoned because of occasional failure of crops. After consulting with experts on farm products she decided on asparagus, because a crop is certain regardless of frost, late spring or dry summer. Then, too, it is easy to take care of, the cutting being all over with by June and nothing is left to do but keep down the weeds until about the middle of August. Miss Nedobytty will soon make the first cutting, and she declares she will have a good yield.

Two years ago a modern two-story six-room house was erected, and since that time Miss Nedobytty has lived there each year from April until December 1. When school is in session she comes in each morning and returns each evening, the farm being 30 minutes' ride from the downtown district.—St. Paul Pioneer Press.

Nothing Doing.

The great detective was dumfounded.

"Just as I've worked up the most complete and absolutely conclusive chain of circumstantial evidence against the supposed murderer that I ever saw, in all my experience, it turns out that no murder has been committed!" he said. "For there stands the supposed victim!"

Eying him with the concentrated and ineradicable wrath of an artist whose masterpiece has been spoiled by an earthquake, he drew forth from his hip pocket a plug of tobacco and took a chew.

Inquisitive Dorothy.

Little Dorothy was having her first experience of riding in a sleeper. She was in a lower berth with her mother and she asked so many questions that she had to be told to keep quiet.

"Just one more, mamma," coaxed the little miss.
"Well, child, what is it?"
"Who has the flat above us?"

Dis maw'nin' he tried to make de dawg rock de cradle by tyin' its tail to one of de rockers."

"Did the scheme work?"
"Land sakes, no! Mose am so evah-lastin' grouchy dat he couldn't speak enough kind words to make de dawg wag its tail!"—Judge.

New Enterprises in Finland.

A shoe factory is starting in Finland with modern machinery, with a daily output of 500 pairs. Workmen largely subscribed the \$20,000 capital. Among other new enterprises are a bobbin factory at Tavastehus; biscuit works at Abo, equipped for a daily production of 1,000 kilos. A steel pen factory just started at Helsingfors is the first enterprise of the kind in Finland.

Natural Mistake.

"Mrs. Irons, if that infernal cat o' yours keeps me awake again as he did last night I'll shoot him!"

"I wouldn't blame you a bit if you did, Col. Stormley. Only it wasn't the cat—one of my boarders is learning to play the oboe."

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A RECORD-BREAKING YEAR.

Willamette Valley Chautauqua Plans for Largest Crowd in 18 Years.

"The Chicago Operatic Co.," Lou J. Beauchamp, "Rev. Wm. Spurgeon," "S. Platt Jones," "Mexican Troubadours," "Judge F. P. Sadler," "Fred Emerson Brooks," "Lee Emerson Bassett," "John Mitchell" are among the well known names noted on the program of the Willamette Valley Chautauqua to convene at Gladstone Park, Oregon City, Or., July 9 to 21, 1912. These are only a few of the features their booklet tells us about, and it looks as if the 19th year of the Chautauqua would be the best yet. Extensive improvements are being made in the beautiful Gladstone Park, the directors evidently expecting a record breaking crowd. Even the P. R. L. & P. Co. has caught the spirit and is rebalancing its branch line which leads into the park and thereby facilitate and improve its half hour car service from Portland and Oregon City.

A Confession.

"Well," he said, "it is—let me see?—three years since we met crossing the ocean, isn't it? Are you married yet?" "No," she sweetly replied, "again."

Be thrifty on little things like bluing. Don't accept water for bluing. Ask for Red Cross Ball Blue, the extra good value blue.

Ready.

The Rev. Mr. Guce—"Isn't there some one here who will help us keep up interest in the church?" Deacon Tightwad (suddenly awakening—"I for one am prepared to raise the rates to eight per cent. on chattel mortgages if the other money lenders in the congregation will co-operate."

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Br'er Fox Again.

"A fox which was hard pressed by the Essex Union Hounds entered a house in High street, Billerica, and bolted upstairs into a bedroom. When found," says Punch, "he pretended to be a wolf rehearsing 'Red Riding Hood' for a cinematograph show, but his tale was—"

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

Hard Luck Feared.

"You should lay aside something for a rainy day." "And have the roof leak and spoil it?"

To Break in New Shoes.

Always shake in Allen's Foot-Ease, a powder, it cures hot, sweating, itching, swollen feet, chafes corns, ingrowing nails and bunions. At all drugists and shoe stores, 25c. Don't accept any substitute. Sample mailed FREE. Address Allen S. Olmsted, Le Roy, N. Y.

Some Proof.

Hunt Secretary (to inexperienced assistant, who is telling him, after run, about some poultry claim)—"But how do you know they ever had the fowls? Did they show you the corpses?" Assistant—"No, not exactly; but it's all right, don't you know, they showed me the empty roosts!"—Punch.

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Advocates Leaves of Soap.

A chemical friend of the Scientific American suggests that a campaign be started against the common cake of soap. About 50 years ago there was sold a form of soap for travelers, consisting of a booklet, about two inches by four inches, in which small leaves of soap paper saturated with soap were bound. Each leaf contained enough soap for one washing of the hands. It is suggested that one might profitably dispense, through a penny-in-the-slot machine, a paper towel in which is folded a sheet of soap paper, for convenient use in public lavatories.

Red Cross Ball Blue gives double value for your money, costs twice as far as any other. Ask your grocer.

Saw Nothing of Value in Pearl's.

When the army of Galerius sacked the camp of the routed Persians a bag of shining leather filled with pearls fell into the hands of a private soldier, but the latter, while carefully preserving the bag, threw away its contents under the impression that anything that could not be used for useful purposes had no other value.

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Learn Him Something.

"Poets are born and not made," said the young man with the pale, interesting face and the long hair. "Are they?" replied his wife. "Well, I'll show you that they are made sometimes. I'll make you watch the baby while I go shopping this morning or you shall never have another dollar that my father sends to me."

Mexican Mustang Liniment
FOR RHEUMATISM.
Mrs. Olive Huntington, Norton, Ore., says: "I consider your Mexican Mustang Liniment the best of liniments. I have used it for different ailments and it always gave satisfactory results. It is especially good in cases of Inflammatory Rheumatism and all forms of lameness."
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LITTLE CHANCE TO OVEREAT

Kentuckian Visits Grill Room of New York Hotel and Has Hearty Breakfast.

After his brother had been in New York a little more than a year, a Kentuckian decided to pay him a visit. Hoping to surprise his brother, the Kentuckian did not apprise his brother of his intentions. Arriving at nine o'clock in the morning, he asked to be directed to a good eating house. The taxicab pilot steered his course for the largest, costliest and most fashionable hotel grillroom on Broadway.

Being a stranger in a strange land and hungry, the Bluegrass brother ordered a regular home meal. When he got the check from the waiter its size staggered him. He wasn't accustomed to New York hotel prices.

After verifying the correctness of his bill at the cashier's desk and being insulted by the waiter for tipping him twenty-five cents, the visitor started out to look for his brother,

whose office he found about one o'clock.

In response to his inquiry as to his brother's whereabouts, a clerk said: "He's over at Blank's hotel's new grillroom."

"Go slow, friend, only a millionaire could overeat at the Blank hotel. I know, because I had breakfast there myself this morning."

The Meanness of Mose.

A typical southern "mammy" entered the office of a well-known attorney, and, after mopping her shining brow with a bandanna handkerchief, said to the man at the desk: "Ah wants t' git a divo'ce f'om mah husband, Mose Lightfoot."

"On what grounds?" asked the attorney.

"Hes' jes' natchelly wufless," was the reply.

"What is your husband's occupation?"

"He jes' sets roun' de house all day and p'tends to mind de baby."

"Does he take good care of the child?"

"Deed he do not! He is too lazy."

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