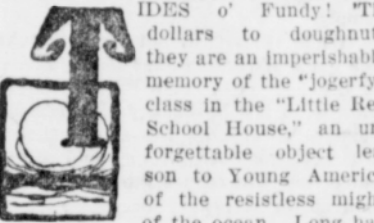


To Harness Fundy's Tides



Giant Maine-New Brunswick Hydro-Electric Plan

By JOHN DICKINSON SHERMAN



IDEAS of Fundy! The dollars to doughnuts they are an imperishable memory of the "jokery" class in the "Little Red School House," an unforgettable object lesson to Young America of the resistless might of the ocean. Long has the engineer dreamed of harnessing old ocean's tides for the industrial use of mankind. The recurrent coal strike urges him on. Electricity, edging everywhere into the factory, farm and home, quickens his quest. But ever to him the 50-foot bore that rushes up the Bay of Fundy to break in thunder against the shores of Chignecto has been a thing set apart by Nature. Still stands the forest primeval; but under the shade of its branches dwells another race, with other customs and language. Naught but tradition remains of the beautiful village of Grand-Pre.

So wrote Longfellow in "Evangeline." For this is the historic Acadia—Maine, New Brunswick and Nova Scotia—of 300 years ago. Here were staged the beginnings of the century-long struggle for possession between Frenchman and Englishman. Here was enacted the love-story of the faithful French maiden that thrills successive generations.

And it is one of still another race—the American—who would harness Fundy's tides. So let's forget about dams and turbines and kilowatts for a moment and go back to the very beginning of the story.

In 1880 in the little town of Rushford, Minn., was born Dexter P. Cooper. He inherited a taste for engineering and ran away from home at seventeen to blow a forge. At nineteen he was bossing a gang of 400 men on the great Sao Paulo dam in Brazil. Next he is seen getting a technical education abroad. At thirty-one he is building the great power dam across the Mississippi at Keokuk. The World War makes him a member of the power section of the Council for National Defense and puts him at work on the famous Muscle Shoals plant, with his brother, Col. Hugh T. Cooper, U. S. A. Later still he is engaged in the Great Lakes-St. Lawrence waterway survey.

Mr. Cooper and his family have a summer home on Campobello Island, N. B., a few miles from Eastport, Maine. As early as 1912 he began watching the Fundy tides. In 1919, while recovering from appendicitis, he had nothing else to do for several months. By 1922 he had tentative drawings ready. Last year he devoted himself entirely to the work. And all this time he dodged publicity.

Last spring Mr. Cooper took his plan to the Maine capital at Augusta and got the incorporation measure through the legislature. But a referendum vote by the people was necessary, as Maine forbids the export of electrical power. June 12 Mr. Cooper

Writer's Good Guess

Swift wrote his "Gulliver's Travels" in 1726. In that story he had his hero visit the imaginary island of Laputa where he found the astronomers using such powerful telescopes that they disclosed the existence of two satellites of Mars revolving around that planet very close to the surface; one made its revolution in 2 1/4 hours, the other 10 hours. For 150 years or more this story of Swift's was regarded as pure

fiction, but recently a powerful modern telescope has actually disclosed two satellites of Mars, one of them making its revolution in 7 hours and 39 minutes, and the other in 30 hours and 18 minutes. Swift seems to have made a most remarkable guess.—Capper's Weekly.

New Words for French

In the matter of receiving new words into their language the French are very wary. When a word of foreign derivation succeeds in battling its

way into the dictionary being edited by a committee of the Academie Française the event is philological news of some importance. Recently three foreign words have made such a debut. They are "limousine," "linotype" and "linoleum." These additions indicate that the committee has reached the letter "L" in its monumental work, the completion of which is expected to require at least twenty years. Marshal Joffre, curiously enough, is the ranking member of the committee—a strange occupation for an old soldier

containing 50 square miles. The sea water runs by gravity from upper pool to lower pool through turbines set in a fourth dam and is thus harnessed and transformed into electric power. It is planned to get a constant and regular flow of water through the turbines, with a fall of from 15 to 20 feet, according to the tides.

The dams, it is stated, present no engineering difficulties. The foundations are solid granite, the water between islands is shallow and most of the dam material is close at hand. They will not be of record size. Five thousand men, working in continuous shifts on all the dams at once, can complete them inside of four years. It is a feature of these dams that they impound so much water and furnish so much power with such comparatively small expenditure.

This development, according to Mr. Cooper's figures, will furnish a minimum of 500,000 horse power the year round. This makes the much-vaunted Muscle Shoals look rather small, with its promised horse power of 600,000 when the Tennessee river is in flood and 100,000 at low water.

Translating horse power into electrical energy is unsatisfactory for the nonprofessional, but the electric power is said to be seven times what Maine needs. This means a big surplus available within a radius of several hundred miles in both New Brunswick and New England. Figures seem to show that the power will be cheap enough to compete successfully with any electrical power now available in New England or eastern Canada. Enthusiasts see in it the basis of a great distributing system going southwest through New England and joining lines bringing power from Niagara.

Mr. Cooper is the last man to claim that he can "harness the tides," in the full meaning of the phrase. He points out that the Passamaquoddy project is feasible only because of the configuration of the land. And he is emphatic in pointing out that in his plan there is not a single new idea in the development of electricity. It is merely a fresh-water plan adapted to salt water.

Eastport is at the very northeast jumping-off place of the United States. Truth to tell, it is pretty remote nowadays. It takes something like fourteen hours of slow travel to reach it from Boston. It has four daily trains—two each way—made up of both freight and passenger cars. Now that the summer boarders have all departed, things are pretty quiet. But there's one thing that never sleeps or rests—the "Tides of Fundy." Always they are at work—moving boats up to street level and dropping them again a story or so, covering and uncovering the shining beach, pushing in and pulling out. Some day, if Dexter P. Cooper has his way, Eastport may not be so quiet.

IMPROVED UNIFORM INTERNATIONAL Sunday School Lesson

(By REV. P. B. FITZWATER, D.D., Dean of the Evening School, Moody Bible Institute of Chicago.)

Lesson for December 6 PAUL'S VOYAGE AND SHIPWRECK

LESSON TEXT—Acts 27:1-44.
GOLDEN TEXT—"Be of good cheer; it is I, be not afraid."—Matt. 14:27.
PRIMARY TOPIC—Paul in a Storm at Sea.
JUNIOR TOPIC—The Story of a Shipwreck.
INTERMEDIATE AND SENIOR TOPIC—Paul's Leadership.
YOUNG PEOPLE AND ADULT TOPIC—The Christian Overcoming Adverse Circumstances.

I. The Voyage (vv. 1-20).
1. The Ship (vv. 1-6).
It was a vessel of Alexandria sailing from Myra to Italy.
2. The Company (vv. 1-2).
Two of Paul's friends, Aristarchus and Luke were permitted to go with him. Besides these three there were two hundred and seventy-three in the ship (v. 37).
3. The Storm (vv. 7-20).
The ship made little headway on account of unfavorable winds. Paul advised that they winter in Fair Havens (vv. 9-12), but his advice was unheeded. The gentle south wind deceived them so they loosed from Crete only to be overtaken by the tempestuous wind called Euroclydon. They did everything possible to save the ship; they took up the boat which was towed behind; they bound great cables around the ship to strengthen it for the storm; they lightened the ship by bringing down from the masts and rigging everything that was superfluous, and finally the cargo and tackling were thrown overboard. All this seemed to be of no avail and all hope of being saved was removed. It seemed that wicked men and material forces were combined to prevent the great apostle from reaching Rome. However, these very experiences were overruled by God to bring good cheer and salvation to many on the way. We should remember that tempestuous winds as well as soft breezes await God's faithful ones. The presence of storm does not prove that we are going the wrong way.

II. Paul's Serene Faith (vv. 21-26).
To a man who does not know God, upon the failure of the sun and stars to shine for many days, the fading of all hope is natural; but to the man of faith, hope still burns brightly. God is just as near to His own in the midst of a stormy sea as in their quiet homes. Observe Paul's behavior:

1. His Rebuke for Their Failure to Heed His Advice at Fair Havens (v. 21). This was not a mere taunt, but a reference to the wisdom of his former advice, urging them to give him a more respectful hearing.
2. Bids Them Be of Good Cheer (v. 22). He inspired them with hope.
3. He Promises Them Safety (v. 22).
Though the ship go to pieces, every man's life should be saved.
4. The Source of His Information (vv. 23-24).
The angel of God had revealed it unto him.
5. The Reason of Paul's Calm Faith (v. 23).
"Whose I am, and whom I serve." God can and will take care of His property (John 10:28-29). Those who have been redeemed by the blood of Jesus are not their own, but God's.

III. The Ship's Crew All Safe on Land (vv. 27-44).
This was exactly as the Lord had said. We can rest assured that all God has spoken will come to pass even though there be a broken ship, brutal soldiers and a perfidious crew. Aside from the fulfillment of God's promises, the most important part of this section is the splendid sanity which characterized Paul's action on the way. Three things marked his sanctified common sense.

1. His Vigilance Detected That the Sailors Had Planned to Escape (v. 30).
He knew how much they would be needed presently, and at once took steps to prevent their escape. He went straight to the man in charge and said, "Except these abide in the ship, ye cannot be saved." Why should he make such a declaration when God had said that all should be saved? It was because he was not one of those foolish men who ignore human agency. He practiced the truth that genuine reliance upon God is the all-powerful incentive to human action.
2. He Got Them to Take a Substantial Breakfast (v. 34).
It was no time to talk to these men about their souls when their bodies needed immediate attention.
3. He Gave Thanks to God (v. 35).
This he did in the presence of them all. His prayer for that meal had more effect upon the people than his preaching would have had.

The Men Who Succeed

The men who succeed best in public life are those who take the risk of standing by their own convictions.—Garfield.

Inscriptions
It is a good thing to "write injuries in the dust but kindness in marble."—Christian Observer.

Be Merciful
Let us be merciful as well as just.—Longfellow.

Children Cry for



Fletcher's CASTORIA

MOTHER:—Fletcher's Castoria is especially prepared to relieve Infants in arms and Children all ages of Constipation, Flatulency, Wind Colic and Diarrhea; allaying Feverishness arising therefrom, and, by regulating the Stomach and Bowels, aids the assimilation of Food; giving natural sleep.

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Over twelve years of stomach misery had made a physical wreck of "Jacob Ferdinand. He spent hundreds of dollars seeking relief but every attempt failed until he tried Tanlac. This great tonic brought him immediate relief. "After seven bottles," he says, "I am a well and happy man. I will gladly talk to anyone personally and will answer all letters regarding my experience with Tanlac. For it proved a god-send to me."

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On January 1, 1925, more than 28,000,000 miles had been flown in regular scheduled air service in the United States and Europe.

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Red and inflamed eyes, sties and granulations healed promptly by nightly use of Roman Eye Balsam. 25 cents. Adv.

The good points of a great many people seem to have been broken off.



"Why, Uncle Jim! You look ten years younger!"

"When I saw you a couple of months ago, I made up my mind you were getting old. At least you looked it."

If I look any younger, Nujol gets the credit."

Nujol helps Nature in Nature's own way

"Yes, Billie, and I felt old. No appetite, couldn't sleep nights—one day just like another, and none of them any good. I knew constipation was at the bottom of it, but it seemed the more laxatives I took the worse I got. Then one day I saw Nell giving Nujol to my little grandson. The doctor had prescribed it for the baby, but I found out it's just the thing for old fellows like me, too.

"I tell you, Billie, it keeps me feeling fine all the time. My appetite's back and I sleep like a child.

Ask your druggist for Nujol today and begin to enjoy the perfect health that is possible only when elimination is normal and regular.

Nujol
THE INTERNAL LUBRICANT
For Constipation