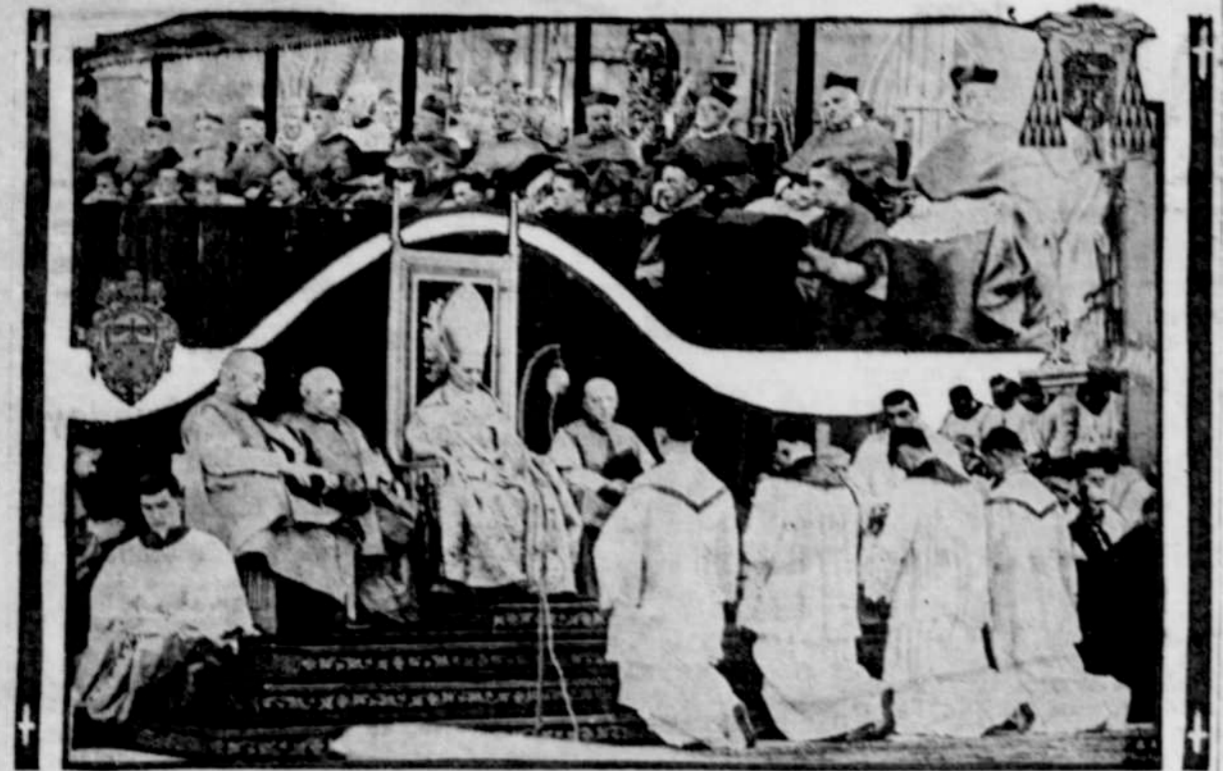


### Solemn Opening of the Eucharistic Congress



Scenes at the solemn opening of the Eucharistic congress in Holy Name cathedral, Chicago. Below, John Cardinal Bonzano, papal legate, seated on his throne. Above, the ten cardinals who sat facing the legate during the services in the cathedral.

### Fighting Ships Passing Through Golden Gate

The United States battle fleet steaming majestically into San Francisco bay where 68 warships dropped mudhooks in man-o-war row. This is the greatest number of warships that has steamed through the Golden Gate since the entire United States fleet of 144 ships was there in April of last year.



### Governor Smith Greeted in Chicago



Gov. Al Smith of New York went to Chicago to attend the Eucharistic congress and was given a most enthusiastic welcome. He is shown here being greeted by friends as he and Mrs. Smith alighted from the train.

### Veteran of Senate Celebrates



Surrounded by his colleagues in the United States senate, who showered him with congratulations and best wishes, Senator Francis Emory Warren celebrated his eighty-second birthday at the capitol. He is the last member of the Union army sitting in the senate, where he has served with distinction for the last thirty-four years. Senator Warren was the first governor of Wyoming when the territory was admitted as a state. In the photograph, left to right: Senators C. C. Dill, Washington; J. T. Robinson, Arkansas; Francis E. Warren, Wyoming; S. B. Kendrick, Wyoming; Charles Curtis, Kansas; L. C. Phipps, Colorado, and Simeon D. Fess, Ohio.

### THINGS YOU MAY NOT KNOW

In ancient times bonax was extremely rare and almost as precious as gold. Salonika, Greece, will soon construct the Port Durazzo and drain Durazzo lake, covering an area of 30 square miles. Gutenberg printed 200 copies of the Bible—the first book made from movable type—but only four complete copies are in existence today. Japan's foreign trade in 1925 was the greatest in the history of the empire. Flamingoes in South America are rapidly decreasing because Indians rob the nests and sell the eggs for food. Delicate instruments have been invented which enable an aviator to steer safely to a given point in the thickest fog.

### WASHINGTON RELIC



This book, held by George H. Carter, United States public printer, records the initiation of George Washington as a Mason on November 4, 1752; also his passing to Fellow Craft degree, March 3, 1753, and being raised to Master Mason degree, August 4, 1753. The book was restored by a group of 113 Masonic bookbinders employed in the government printing office at Washington, who will return it to the Fredericksburg lodge at Fredericksburg, Va.

### AD MAN OF ENGLAND



Col. E. Frederick Lawson, president of the British Advertising association and leader of the British delegation to the advertising congress in Philadelphia.

### Youthful Inventors

The average age at which twenty of the greatest inventions were produced is thirty-two. Wireless telegraphy, the self-binding reaper, and the vacuum air brake were largely developed by the inventors' twenty-second year.

### Use Wisdom in Reproof

A man takes contradiction and advice much more easily than people think, only he will not bear it when violently given, even though it be well founded.—Richter.

## POULTRY

### HIGH COST OF HATCHING EGGS

It costs \$1.00 to raise a leghorn chicken from the time the egg is set until the bird is six months of age. This was revealed by the class in poultry management, conducted by Prof. L. F. Payne, head of the Kansas State Agricultural college. The class recently completed a problem on the cost of hatching eggs and rearing the pullets to maturity.

The cost for hatching 100 chicks was based on the following items: Eggs at \$5 a hundred, fuel at 45 cents, labor at 63 cents, interest on investment in incubator at 68 cents, depreciation 65 cents, tax 26 cents, making a total of \$10.27. The cost for running the machine for three hatches was figured at approximately 10 cents for each chick.

The cost for brooding and rearing from the time the chickens were hatched to six months of age includes interest depreciation and tax on the houses, brooders, drinking fountains, fencing, feeding hoppers, supply hoppers, self-feeders, and also such items as straw, fuel and labor at 25 cents an hour, totaled \$54.68 for 100 chickens.

Feed consumed by the 100 chickens until they were six months of age amounted to 2,215 pounds of grain and mash, and 1,708 pounds of milk. The food cost of the chicks for the first 12 weeks was 20 cents a chick, and for the last 12 weeks it was 41 cents. This brought the total feed cost of 61 cents for each chick and \$1.25 for the entire expense account of each of the chicks from the time the eggs were set to maturity of the chicks at six months of age. Deducting from this the income from the broilers and cull-pullets, the total cost for each pullet matured was \$1.00.

### Feather Eating Caused by Idleness and Feeds

Feather eating is often caused by idleness and lack of something in the ration which the birds crave. Overcrowding in a small poultry house brings the birds in close contact with each other and may start the habit. One of the best remedies is to turn the hens out on range, where they will separate and become interested in other things.

One poultryman reports that feeding a little raw ground bone each day seems to satisfy the bird's appetite and they stopped picking at each other. Feed a balanced laying mash and plenty of green feed. Scatter the scratch grain in straw litter so the hens will keep busy. If only a few hens have the habit a short observation of the flock may locate the offenders and they can be isolated.

### Clean Poultry Quarters Necessary for Success

Thorough cleaning of the poultry house every few days is absolutely necessary if the flock is to be kept free from disease. Not only infections but lice and mites develop under unsanitary conditions.

Cleanliness means not only a general sweeping out, but it means cleaning with boiling lye water and it means painting the inside of the building with a good disinfectant paint which will serve the double purpose of improving the appearance as well as making it sanitary.

Unless you are willing to keep the poultry quarters clean and sanitary you cannot hope to have very much success except by accident.

### Sour Milk Is Best

Sweet milk is not advised in the chick's ration. Chicks do not handle the milk sugar to the best advantage, and changes from sweet to sour milk cause digestive disorders and should be carefully avoided at all times. As it is difficult to keep sweet milk from souring in the fountains near the warm brooder stoves, it is best to give only sour milk, or buttermilk, to chicks. The lactic acid in the sour milk seems to help in retarding bowel trouble and keeps chicks healthy and growing.

### Green Ducks for Market

There are two sources of income from ducks—the sale of green ducks at the age of about ten weeks, and of eggs, both for hatching and commercial purposes. Ducklings grow rapidly and they can be made to reach practically their full growth at ten to twelve weeks. This means a very intensive feeding program. Those who keep a small farm flock will find it profitable to separate those which are to be forced for market and keep them in a separate pen.

### Remedy for Leg Weakness

Leg weakness is not a disease but is usually a condition brought about by faulty feeding and lack of sunlight. The feeding of cod liver oil or the exposure of the growing chick to direct sunlight will usually prevent this trouble. Cod liver oil when fed to growing chicks, should be fed at the rate of about 4 per cent of the total ration, and there is very little danger of overfeeding cod liver oil. Many start feeding it when the chicks are two or three days old.

### Parasites Take Heavy Toll

Parasites take a heavy toll on the poultry flock during the summer months. Red mites and body lice are the chief offenders and should be guarded against. Oil drained from the crank case of the automobile or tractor may be used to paint the roosts and nests. Sodium fluoride dusted into the feathers around the vent and over the breast is a good cure for the lice. Whitewash the interior of the poultry house every week or so, especially during the summer.

# The American Tourist Sees Paris



By PROEHL HALLER JAKLON Drawing by Ray Walters.

THE ocean this summer is full of ships. And the ships are full of Americans, young and old, rich and not so rich, but all comrades in arms and hand-baggage in the annual descent on Europe—and Paris.

And, as usual, this year's tourist swarm is larger than any previous year, so the steamship agents tell us. Estimates (meaning guesses) place the number of eastbound travelers this year anywhere from 200,000 to 500,000.

Of the total, whatever it may be, by far the most picturesque throng is that composed of college students. This designation, of course, includes prep school lads, bona-fide college students, and anyone who recently, that is, within ten years or so, has been a college student.

Foreign travel, it seems, has become a necessary part of a college education. This year the steamship lines expect the total of this class of patronage to reach 60,000—one in ten of the college population of the United States.

The peak load of tourists with Europeanophilia generally is carried during June and July, but on account of the unexpectedly heavy demand for accommodation that began to make itself felt as early as last fall, most of the transatlantic lines arranged for extra sailings for May as well as June and July. The Cunard schedule was arranged last winter so as to send out 84 passenger ships from Atlantic ports in the course of May, June and July. This included 54 sailings from New York. The International Mercantile Marine, the United States lines, the French line, the Dutch, German, Scandinavian, Italian and other companies arranged their schedules in proportion.

Passenger Traffic Dwindles. Since the World war transatlantic travel has been a long time coming back. Discomfort and delays in post-war Europe made it anything but a "pleasure" trip. Then, too, the cost was high. Since 1914 fares had almost doubled. For six years after the armistice only the rich could afford the voyage. Steamships sailed half filled; business was rotten.

To make things worse, America's new immigration quota law reduced the number of incoming aliens to about a quarter of the prewar figures. The steership of these great steamships was only partly filled coming from Europe to America, and practically empty on the return.

Then somebody had a brilliant idea. Why not paint up this now deserted steership, give it a new name, and make a campaign for the business of the old-time American traveler to Europe via the steership? Everything considered, these third-class accommodations were not so bad; it was the garlic-and-cheese society to which

the less pungent American travelers mainly objected. And so competing lines, once the idea gained currency, raced with each other in organizing and popularizing a new kind of third class, set apart and dignified, congenial company guaranteed, for the kind of American travelers who had the desire to tour Europe but not the price to go via first or second-class cabins.

Well-placed propaganda put the idea over, and "tourist third," and lately "student third" immediately became popular. It is advertised as intended chiefly for students, teachers, clergymen and professional people. The territory covered by the latter designation, however, is broad enough to include almost anyone whose appearance and manner indicate that his company during the voyage is likely to be tolerable, or, in other words, that he is an American, used to the ways of Americans, and not a returning alien whose customs and habits might not prove in harmony with the student crowd.

The main idea of student third is to have a good time. "Everybody join in" is the slogan. With the steership refined and educated, the college boys and girls have made it "the thing to do." Before the end of the voyage many first-class passengers find themselves joining in with the jolly throng that is third class. One young man who has been across twice, once in dignified first-class with his parents, and the second in student third alone, has nothing but wild enthusiasm for the less expensive mode of travel.

Tourist Third Now "The Thing." In its few years of existence tourist third has become the most talked-about feature of modern ocean travel, and has grown rapidly. The United States line carried 1,240 passengers eastbound in 1924. Last year they accommodated 10,000 in the first six months, and this year the number is expected to exceed 15,000. Other lines have had similar success.

Round-trip passage costs vary from \$160 to \$220 in tourist-third, depending on the ship and the ports of embarkation and disembarkation. This includes transportation, berth and meals. Tourist third became popular first in the eastern colleges, but rapidly the idea spread westward. Many universities of the Middle and Far West have tours now enroute. Several groups, notably those from schools of journalism, have taken along their instructors with a view toward absorbing a little academic learning along with their other travel education.

Of course college students are not the only ones that are touring Europe. Business men, from bootleggers to butter-and-egg men from the West, have temporarily abandoned their scramble for dollars while they astiduously practice the easily learned art of spending them. They spend them in Paris, London, Rome, Venice and along the Rhine, where, it is understood, one gets so much more for one's dollar than when it is spent at home.

What do Europeans think of these droves of apparently wealthy Americans? Let a Frenchman tell you—Georges Villa, writing in the New York Times: "The French people, as a whole, finds no benefit from this tourist invasion. Citizens are, as a rule, not even curious about the hordes of foreigners in their midst. Only a few who stand to make direct financial profit—such as the hotel keepers—are at all interested.

Americans a Happy Lot. A Frenchman is keenly conscious that with his poor francs he cannot compete with the dollars and pounds of the tourists. Many essentials, amusements and luxuries totally inaccessible to him prove inexpensive to foreigners. Then, too, there is the Frenchman's fundamental patriotism that prevents his paying any attention

to the snap judgments so lightly made by a majority of visiting foreigners. "It is the Americans who, most of all, impress the French. Their expression is happy—the happiness felt by a man who knows how to enjoy the present. The typical American is smooth-shaven, dressed in a light gray suit, his customary cold and formal appearance transformed into youthful gaiety. He is conspicuous by his obviously exaggerated sporty manner. He wears huge round spectacles.

"One does not find the American woman tourist beautiful. Having become tourists, they no longer have any desire to appear womanly. They dress in sport clothes like the men, wear heavy shoes, cocoa-colored hats, and carry, slung over their shoulders a large money bag instead of a dainty purse. From our Parisian point of view, the wearing of such a horrible costume cannot be understood. It is too practical.

"An American passing through Paris wanted to see the city in one day. In order to accomplish this he hired a taxi. He was one of those expressionless Americans—'icy-faced,' as the French love to depict them—and an architect.

"He had the chauffeur drive past all the great monuments of the capital. Passing a house that was still under construction, he stopped the taxi and questioned the chauffeur. "When was this building begun?" "About six months ago," answered the driver.

"Six months! In America we would have built that shack in eight days." "Next they arrived at the Pantheon. "Well, that isn't bad. That's a fine piece of work. Tell me, chauffeur, how long did it take to build that?" "I do not know, monsieur—perhaps a year or two."

"Great Scott, we could have done it in a month!" "Similar outbursts continued during the balance of the tour. But then the chauffeur began to lose temper. "My customer is exaggerating," he grumbled to himself. "Wait a bit, my friend; I'll settle you. I don't come from Montmartre for nothing."

"And just then they came to the great church of Notre Dame. "Stop! Stop!" ordered the American. "This is really splendid!" Then, after a minute: "And how much time did it take for that?" "Haising his arms with a stupefied expression, the chauffeur exclaimed: "Well, I never! That is beyond me. That wasn't there last night!"

The Kidder Kidder. Another story told of the American tourist relates to a Frenchman from Marseilles, and, as is well known, a Marseillais is never to be outdone in telling a story. The American, a fat meat packer from Cincinnati, was describing how they made sausage meat. "In France," said he sarcastically, "in order to kill a pig and get one ham you use implements worthy of primitive man. In Cincinnati we put the live pig into one end of a machine, turn the handle, and at the other end comes out your choice of sausages, Bologna or ham."

"That's nothing," said the Marseillais, after thinking a minute. "We do even better than that. Our machine works both ways. If one makes a mistake, and the sausage does not suit our taste, we turn the handle the opposite way and get back our pig."

### Mikado Held Sacred

Officially the emperor of Japan is known as the mikado; the word meaning "exalted gate." The term is used more often outside of Japan, however, than within that country, where the people prefer the title Tenshi-Sama—"Son of Heaven," mikado being reserved for poetry. The imperial line dates back to 660 B. C. and descent is claimed from the gods. The mikado'ship is, therefore, the longest con-

tinued office in existence. Each mikado has a title by which he is known to history after death. The person of the mikado is held sacred by the Japanese, who regard their sovereign as the foundation of all wisdom and the center of their history and government.—Exchange.

### Celtic Calendar Deciphered

A number of years ago an interesting Celtic calendar was found at Coligny, France. It consisted of 300 fragments of bronze. It was impos-

sible to read the calendar until the fragments were placed together properly, thoroughly cleaned and reproduced by electroplating. The scientists in charge of the work now announce the result of their study. It was found that the Celtic year consisted of 355 days, with the months alternately 30 and 29 days. To catch up with the solar year it was necessary to insert an extra month every two and a half years.—Pathfinder Magazine.

Piety should be sunny and gracious.

### Kentucky State Emblems

Kentucky has formally adopted a state flower, a state bird and named a poet laureate within the last few weeks. The flower is the goldrod. The Kentucky cardinal, bird of brilliant red plumage, was chosen as the feathered representative of the state. Originating in the house, a resolution passed both assembly branches naming Dr. J. C. T. Noye, professor at the University of Kentucky, as poet laureate of Kentucky.—Indianapolis News.

### Use Brush on Records

It is claimed that static electricity is generated on a gramophone record when it is rubbed over with the usual velvet cleaning pad. This attracts grit and dust into the grooves making the condition of the record worse than before. What, then, is the remedy? It is alleged that a brush instead of a polishing pad reduces the undesired effect, or the use of a material known in the upholstering trade as "cotton

### Older Than Solomon

In Utah a knotted old juniper tree, has recently been discovered; men of science say that it had reached a vigorous life before King Solomon was born. Its roots are embedded in rock at an elevation of 7,300 feet.