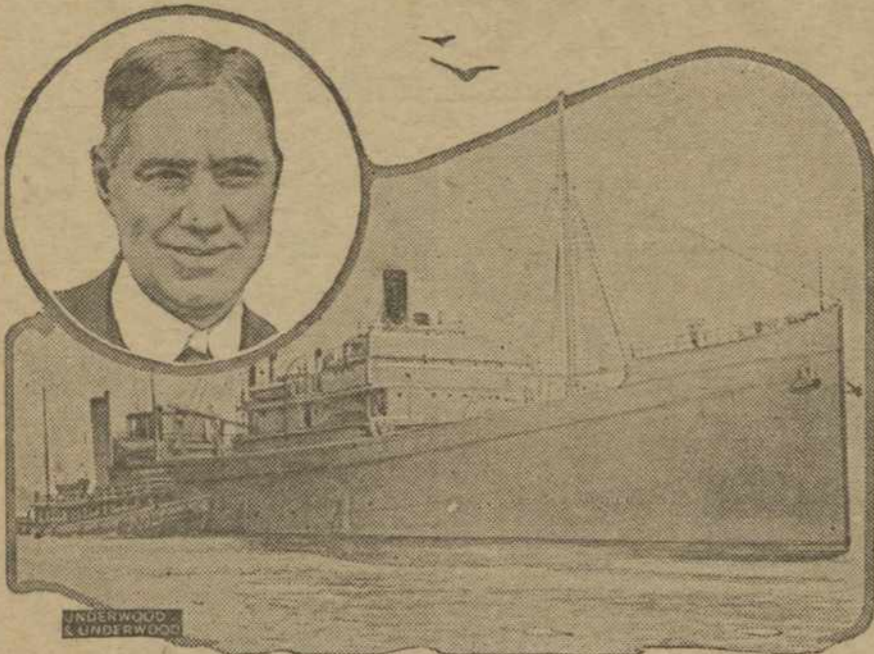


Will Dive for Lusitania Treasure



The steamship Biakely, now outfitting on the Delaware river near Philadelphia, for an expedition to the spot where the Lusitania was sunk off the coast of Ireland during the war, to make an attempt to salvage the huge treasure carried by the ill-fated Cunarder. Inset is Benjamin F. Leavitt, chief diver of the vessel, who has invented a diving suit in which he says he can go down 500 feet.

200,000 Killed by Earthquake

Word of Appalling Disaster in Kansu Province, China, Just Reaches United States.

MOUNTAINS MOVED IN NIGHT

Villages Were Swept Away Under Rising Sea of Loose Earth, Crevices Swallowed Houses and Camel Trains—Dragon Wagglers Tail.

Washington.—"One of the most appalling catastrophes in history and, perhaps, the most poorly advertised calamity that has occurred in modern times," is the way the National Geographic Magazine describes the earthquake in Kansu, China, "Where the Mountains Walked."

"Though the tremendous shaking-up occurred in December, 1920, the story is only now beginning to spread beyond the narrow defiles which guard the entrance to Kansu province," says the article.

"Mountains that moved in the night; landslides that eddled like waterfalls, crevasses that swallowed houses and camel trains, and villages that were swept away under a rising sea of loose earth, were a few of the subsidiary occurrences.

"Mr. Josef W. Hall (Upton Close), who visited the earthquake area under the auspices of the International Famine relief committee, has brought back one of the first accounts of the devastated country and the strange things that happen when the earth turns itself into a contortionist. The area of destruction, 100 by 300 miles in extent, contains ten large cities, besides numerous villages.

"One of the most dramatic episodes of the disaster was the burial of Ma the Benevolent, a famous Moslem fanatic, and 300 of his followers, just as they had met in conclave to proclaim a holy war. The cave in which they had gathered was sealed by a terrific avalanche, while the group knelt on their prayer-mats.

Watchman Alone Escaped. "By some miracle, the watchman at the entrance to the cave escaped with his life, but the others were buried so deeply that, despite months of digging over an area of a mile, the Moslems have failed to recover the bodies of their leaders.

"In another district Mr. Hall and his party found that a whole mountain topped by a temple had slid into a valley. A little beyond they found that a road bordered by poplar trees had ridden the crest of a slide for three-quarters of a mile, without apparent damage to the trees or even to the birds' nests in their branches.

"The most appalling sight of all was the Valley of the Dead, where seven great slides crashed into a gap in the hills three miles long, killing every living thing in the area except three men and two dogs.

"In a small town on the highway two strangers had put up at the inn on the evening of the disaster. In the terror and confusion that followed the earthquake, the landlord completely forgot his two guests. It was not until several days later that he remembered them, and when, after considerable digging, their room was brought to light, both men were found alive.

"The subterranean dragon of Chinese cosmology who, according to the northwest China tradition, waggles his tail every three hundred years, this time played havoc, such as was never before recorded, with the face of the earth and the habitations of men. Likely no other earthquake in scientific annals ever changed the physical geography of the affected region to the extent of the Kansu cataclysm.

"The remoteness of the district in which the earthquake occurred cannot but intrigue interest. Although the concurrent quakes in Chile and Salvador, the tidal wave of Yap and the eruption of Mt. Asama, Japan, are all history, the Kansu disaster is still news. What actually happened in this

frontier province of China is only now, through the reports of the relief investigation expedition of which Mr. Hall was a member, being made known in any comprehensive way, even in China's capital and port cities. Life Loss May Be 200,000.

"Although the density of population is not more than one-tenth that of Shantung or the East China plain, the loss of life from landslides, collapsed cave homes, and falling buildings, together with death from exposure of the unsheltered in mid-winter in this high altitude, was, according to official

U. S. Completes Record Fleet

Last Ship on War Program Is Finished and Turned Over to the Government.

1,000 ARE NOW LYING IDLE

2,312 Vessels Built by Shipping Board in Last Five Years—New Liner, Western World, Marks End of Plan to Bridge Sea.

Washington.—When the Bethlehem Shipbuilding corporation delivered to the Shipping Board Emergency Fleet corporation the new liner Western World, for operation by the Munson line to South America, the greatest shipbuilding enterprise in history was brought to an end.

From May 24, 1917, when the wooden cargo carrier North Bend, the first vessel to be built under war contracts, was turned over to the government by Kruse & Banks, North Bend, Ore., to May 9, 1922, the shipping board constructed 2,312 ships of various types of 13,626,711 deadweight tons. At present more than 1,000 of these ships are lying idle, due to the depressed conditions in world trade and to the inability of American shipowners to meet foreign competition.

In announcing the end of the wartime program, which extended for three and a half years after the armistice because of the contracts entered into during the war, the shipping board made public some interesting statements showing the size of the great fleet.

Capacity of 388,363 Freight Cars. If all the vessels on the program were placed in a straight line, stem to stern, they would extend for 153 miles, and if steaming a mile and a quarter apart they would reach from New York to Southampton, England. The total tonnage is equal to the carrying capacity of 388,363 freight cars loaded 35 tons to the car. As there are approximately 2,800,000 cars in the United States, nearly one-seventh of them would be required to load the ships. For manufacturing the rivets alone a steel rod three-fourths of an inch in diameter and 37,500 miles long would be necessary. This would extend one and a half times around the earth.

The building of the gigantic fleet was not confined to the United States. Japan constructed 30 steel cargo carriers of 243,290 tons each, and China four steel ships of 40,000 tons.

The original program called for 3,270 ships of 18,407,276 deadweight tons. After the armistice all construction was canceled except when it was found that the government would lose more by giving up the project than by completing them. This reduced the program by 958 ships of 4,770,562 tons, which represented approximately 50 per cent of the vessels that were not 85 or 90 per cent finished.

1,017 Wooden Ships Built. In August, 1917, 431 vessels under construction in United States ship-

yards were requisitioned by the government. The wood ship program had reached a total of 1,017 boats at the time building was reduced. Of the number 428 were subsequently canceled, 474 completed and 115 partially completed.

When the Emergency Fleet corporation adopted the plan of building fabricated ships and awarded contracts for a total of 390 of 2,675,000 tons, doubt was expressed as to the success of this type of construction, which was a radical change from the accepted methods. It was recognized, however, that by having the hull steel fabricated at bridge and structural shops throughout the country and then assembled at the shipyards, a considerable expansion of the shipbuilding industry was possible. The experiment proved to be successful.

To the Atlantic coast goes the distinction of having turned out the greatest number of ships and the largest volume of tonnage. On this coast were built 848 vessels of 5,625,188 tons. The Pacific coast was second with 759 ships of 5,254,150 tons. The Great Lakes was third with 479 ships of 1,625,000 tons, and the Gulf fourth with 192 boats of 849,000 tons.

Women Replace Men. Seattle, Wash.—Encroachment of women in jobs formerly occupied by men is shown in a report just issued by the Seattle chamber of commerce. In 1920, in the State of Washington, there were 581 women barbers, hairdressers and manicurists; 48 women fishermen and oystermen; seven women dairymen, teamsters and expressmen; five women longshoremen; 24 women laborers in shipyards; 261 building laborers, 233 sawmill and planing mill laborers and 53 lumbermen, raftsmen and woodchoppers.

UMBERTO SENT BY WIRE

This photograph of Prince Umberto, heir to the Italian throne, was transmitted by telegraph from Rome to Milan in the presence of the king. This was a feature of the opening of the Commercial fair at Milan.

figures, 200,000, and according to the estimate of the foreign investigators more than half this number.

"Following the Stanfu-Lanchowfu-Turkestan highway, we ascended a small valley of steep grade directly west of Tsingling. Suddenly the high road for a length of a quarter of a mile dropped out of sight. It had been cut as if chopped off with an ax, leaving the fifty-year-old poplars and cottonwoods with which it is lined partly uprooted, like sentinels stricken at their post.

"It was in this Valley of the Dead that the most arresting freak of the cataclysm occurred. Two sections of the ancient, well-packed highway, accompanied by the tall trees which bordered it, were cut from the line of road following the side hill, swept hundreds of yards over the stream-bed, and set, intact, upon an angle on top of the heap of loose loess."

Drops Half Mile in Log Chute; Uninjured

Snoqualmie, Wash.—Step out to the edge of a snow-covered precipice to point out a scene of scenery to his wife and little son, Howard Rupert, a salesman, disappeared into loose snow.

Mrs. Rupert quickly notified men nearby, who looked for Rupert. They were about to give up the search on account of darkness when the missing man appeared. He declared he had dropped into a loose snow-drift and falling through, had landed directly into an unused log chute to carry timber in summer to the river far below.

Rupert said the chute was filled with ice and that he tobogganed down into the valley as such a high rate of speed he could not yell loud enough to be heard. Loggers found he had taken a ride of fully half a mile in the ice-bound log chute. Rupert was uninjured, but was minus a large part of his wearing apparel.

Uncommon Sense

By JOHN BLAKE

CANNOT HOARD TIME

IN A certain time you can make a certain amount of money. You can put the money away for years later, but you can't put the time away.

Money, called by the economists frozen labor, might also be called frozen time.

But time is more than money. It can be turned into many things that can be stored away—education, cultivated taste, pleasant and profitable memories. But time itself you cannot hoard. You must use it as it passes, or it is gone forever.

Time spent in recreation is not wasted, unless you spend more than a life allowance for recreation.

But time spent in absolute idleness, or in activities that are worse than idle, is sheer criminal waste.

If you could go back over your life and gather back the hours that have never been improved, you would still have enough time to do great things.

But those hours are gone. You can only, as Shakespeare says, "regret your dear time's waste" and resolve to waste less of it in the future.

Many men whose time had never been turned to account until they were past forty have still had enough left to accomplish great things in the world.

But these are the most sincere mourners for the years that might have been utilized.

If you will begin today to bear in mind that time cannot be hoarded, and if every hour of it is converted into something that can be hoarded, you may lay the foundation for a fortune.

You will certainly lay the foundation for happiness by and by.

Count your hours, and allot each one to some task or to some profitable recreation. See that none of them slip by. They are as water through a mill, which if sent over the wheel creates valuable energy, but which spilled over the dam is gone forever.

(Copyright)

Mother's Cook Book

"A fig tree looking on a fig tree becometh fruitful," says the Arabian proverb. And so it is with children; their first instructor is example.

EVERYDAY GOOD THINGS

NOW is the time to go forth and pluck the early watercress, the wholesome dandelion, the dock and poke, the new shoots of milkweed and marsh marigold or cowslips, all giving the needed zest to the food of spring.

Fresh Dandelion Salad.

Those who appreciate the value of the tender bleached heart of dandelion like it with a bit of salt without any dressing. For a salad the bleached leaves are best, but the tender green shoots, cut and mixed with a small green onion and served with French dressing is a salad not to be despised.

Cooked Dandelion Salad.

Cook the greens until tender, which will take two hours or more unless the greens are very young, then serve with the following salad dressing: Rub a small bowl with a cut clove of garlic, add one-half of a teaspoonful of salt, a few dashes of paprika, two tablespoonfuls of orange juice and four to five tablespoonfuls of olive oil. Whip this dressing until it is creamy, then serve on the cooked dandelions.

Pigweed or Lambs' Quarter.

This is a good wholesome green and common enough to be generally well known as a weed, but not well known as a good food. Pull it up by the roots and strip off the green leaves, as the stalk is generally too tough to serve. Cook with pork or corned beef and serve hot.

Purslane is another good green, which grows in profusion. Pick the leaves and stalks, shake well and wash, then cook as any other greens.

Horseradish, plantain and dandelion cooked together make a good flavored combination. Yellow dock when young and tender is good.

Cowslips are delicious when well cooked and seasoned. They are easy to clean and do not shrink as do the dandelions when cooking. A half peck of tender dandelion greens will shrink when cooked to a small vegetable dishful.

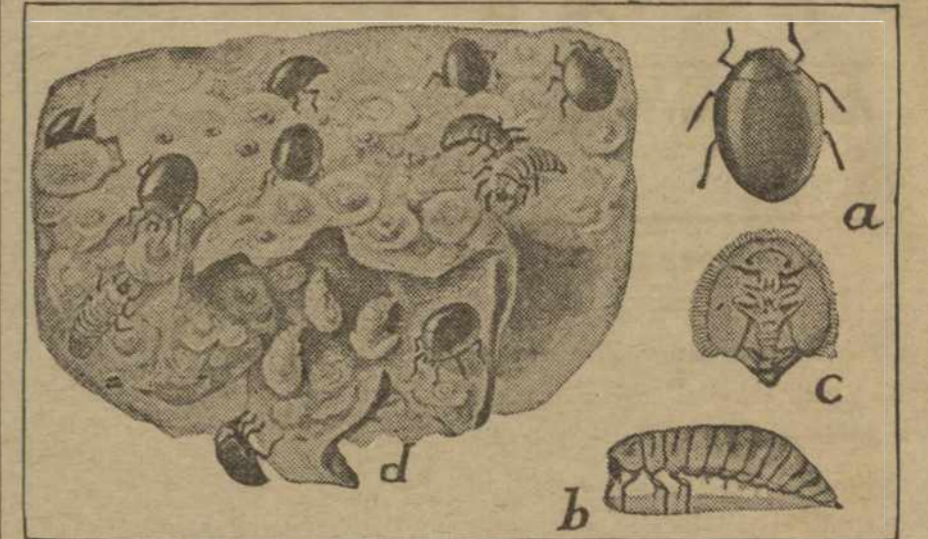
Mustard is grown for a green and makes a most tasty dish. The wild mustard is good, but the leaves are much smaller than those of the plant called Chinese mustard. A few leaves of the mustard cut in bits and added to the dish of lettuce improves it.

Watercress at this season is in its prime, fresh and green. It grows along the banks of brooks. One should use care in picking it where there is no fear of sewage contamination.

Nellie Maxwell

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PROMISING NEW TREATMENT FOR ERADICATION OF SAN JOSE SCALE



San Jose Scale With Larvae and Adult Beetles Feeding on Them—A, Adult Beetle; B, Larvae; C, Pupa; All Enlarged.

By A. L. QUAINANCE, Entomologist in Charge Fruit Insect Investigations, United States Department of Agriculture.

The San Jose scale is just now exceedingly abundant and destructive in many orchards in the Bentonville, (Ark.) section, and growers state they are unable to adequately control the pest with the usual dormant tree treatments with lime-sulphur spray.

While the bureau of entomology believes that thorough spraying with dormant tree strength of lime sulphur will control the San Jose scale, yet to meet the desire of orchardists for other than lime-sulphur treatments, a number of experiments with sprays were undertaken. The purpose of the present article is to call attention to results secured in the treatment of the scale by the use of a spray containing 2 per cent of lubricating or engine oil emulsified with potash fish-oil soap.

Remarkably Effective Spray.

The careful experiments in Florida by W. W. Yothers with various sprays for the control of citrus scale insects and the orange white fly, as published in Farmers' Bulletin 933, resulted in a formula of engine-oil spray which has been found remarkably effective in view of the small amount of oil used, namely, 1 per cent, emulsified with potash fish-oil soap. Mr. Yothers found that any one of several oils of the lubricating type, when thoroughly emulsified and used at the dilution indicated, was quite effective against these scale insects and the white fly, and these sprays have now come into large commercial use in Florida.

The surprising efficiency of a spray containing such a low per cent of oil suggested the desirability of testing sprays of this character against the San Jose scale. The abundance and destructiveness of the scale in the Bentonville section of Arkansas and the desire of growers for other than lime sulphur sprays, has offered excellent opportunity for testing various dilutions of engine oil sprays against this pest. The experiments were carried out by A. J. Ackerman, of the office of deciduous fruit insect investigations, and have included tests of lubricating oils of a strength of from one-half per cent to 4 per cent or 5 per cent, thoroughly emulsified with potash fish-oil soap. The results showed practically complete killing of the scale by one thorough application of the spray of a strength as low as 2 per cent of oil. Orchardists have been so pleased with the results that the 2 per cent oil spray will be extensively used in their present necessity of bringing the pest under subjection.

Injury by Oil Spray.

A point yet to be established in connection with the present experiments is the possibly injury from oil sprays which may result to the trees.

Use Soft Water.

In case difficulty is experienced in making a proper emulsion, due to hardness of the water, the water used should be softened by the addition of 1 pound of caustic soda or lye per 100 gallons of diluted spray. The caustic soda should be dissolved in 2 or 3 gallons of water and then added to the spray tank and thoroughly stirred, after which the proper quantity of stock emulsion can be added.

Any one of the following, or similar oils, may be used, some one or more of which can doubtless be obtained in most parts of the country:

Diamond Paraffin Oil, 150 Red Neutral, Jr. Red Engine Oil, Nabob Oil.

An oil which has given excellent results in the experiments herewith reported has approximately the following characteristics:

Sp. gravity (20° C.)..... 914
Flash Point 173° C.
Fire point 249° C.
Viscosity (20° C.) (Engler, H.C.—100)..... 17.31

Formula for Stock Emulsion.
Red Engine Oil, or oil of similar gradegallon 1
Waterdo. ¼
Potash Fish-Oil Soappound 1

The oil, water and soap are placed in a kettle or other receptacle and heated until the contents come to a boil. A brown scum appears on the surface of the mixture as it first begins to boil. After boiling for a few minutes the brown scum begins to disappear and at this stage the kettle is removed from the fire and the entire mixture is pumped twice under pressure of about 60 pounds while still very hot. A proper emulsion cannot be made by stirring nor should the mixture be allowed to cool before it is pumped. Too much pumping will often break up the emulsion. During pumping, ordinary pump packing is burnt up rather quickly by the hot oil mixture. For making the stock emulsion on a large scale an all-metal pump would be necessary.

The stock emulsion contains 60-2-3 per cent of oil. To make a 2 per cent emulsion for use in a 200-gallon spray tank it is necessary to use 6 gallons of the stock emulsion.

Precaution should be taken to prevent the stock emulsion from freezing, which occurs at a temperature of about 15 degrees F. above zero.

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