

Boundaries Mean Little to Lapps

Queer Little Rovers of the Arctic Are Bred-in-the-Bone Internationalists.

Washington.—A Lapp "ambassador" from the Swedish north country who recently visited the king of Sweden to complain that Swedish frontiersmen threaten the existence of his people by interfering with pasturage for their reindeer, reintroduces these rovers of the Arctic to a world that had almost forgotten them. A bulletin from the Washington headquarters of the National Geographic society tells something of what it terms "these queer little folk who live under the rays of the midnight sun—and the darkness of the winter mid-day."

"The Lapps are bred-in-the-bone internationalists," says the bulletin. "Like the Papago Indians of Arizona and Mexico and the forest dwellers along the Brazilian-Peruvian line, they have a lofty disregard for political boundaries; they not only cross as they see fit, but take great herds of reindeer with them, pasturing them today in Sweden and tomorrow in Norway with scant ceremony."

Nomadism Must Be Served.

"The Lapland of the maps spreads into four distinct countries: Norway, Sweden, Finland and Russia. Once the Lapps paid no attention whatever to any of the boundary lines in their region. But Russian and Finnish boundaries were eventually closed officially against Norway and Sweden; and while some straggling still takes place, the larger movements were stopped. Norway and Sweden, however, take official cognizance of the needs of their nomadic joint-citizens, and have a treaty agreement whereby Lapps may cross from Sweden in summer and move to Norway's northwest coast, and in the winter may cross from Norway to inland Sweden."

"Aside from the real dwarf peoples, such as the pygmies of central Africa, the Lapps are the smallest people in the eastern hemisphere. Their average height is in the neighborhood of four feet, seven inches—a physical condition ascribed to the age-long wanderings of their ancestors in the frozen cheerless region of the north. It has even been suggested that the Lapps were the first inhabitants of the frozen zone after the great glacial sheet of the Ice Age receded and made northern Europe habitable. Many centuries ago they are supposed to have lived throughout the Scandinavian peninsula, but with the arrival of other peoples they were forced farther north."

"The reindeer is the typical animal of Lapland, and about it their life has centered for ages. It carries them upon its back and draws their loads, gives them milk and cheese and meat for food, clothes them with its skins, and furnishes materials for implements and utensils from its bones. The typical life of a Lapplander has ever been that of a nomadic herder, living in tents and following his herds to new locations when seasonal changes and pasturage necessities dictated."

"The Lapps have been decreasing in numbers in late years, and 'Lappland' is now far from being a land peopled predominantly by Lapps, and still less by Lapp nomads. In Swedish Lapland, for example, only about 7 per cent of the inhabitants are Lapps. It is the pushing in of a more settled people that has made life so hard for the roving aborigines. And there has been a desertion of nomadism by some Lapps. Where once 'Lapp' and 'reindeer herdsman' were

synonymous, there are now numerous settled, agricultural Lapps; and others who fish for a living. Some have turned miner in the rich iron fields of Swedish Lapland.

Establish American Industry.

"Christianity was taken to the Lapps only in the last few centuries, and there are observers who still question whether their somewhat confused religious ideas are more strongly marked by Christian or pagan practices. The Russian Lapps especially seem to insist on thoroughgoing paganism in their religion. It is told of these along the Arctic coast that they make offerings at the shrine of Boris Glob when starting on a fishing expedition, and that if they are unsuccessful they straightway retrieve their offerings! These same Russian Lapps, up to a few decades ago, preferred to steal their brides from an enemy or a stranger rather than to obtain them by purchase or persuasion."

"The United States is largely indebted to Lapps for an important and rapidly growing industry. The first efforts to introduce reindeer into Alaska were not very successful because of a lack of expert knowledge in breeding, and herd management."

Rector Rescues Girl; Resumes His Sermon

After quieting his congregation when fire started in the basement of the First Magyar church in New York City, Rev. G. Takaro rescued a Sunday school teacher who had been overcome by smoke and extinguished the blaze. He then returned and finished his sermon.

Motors Killed 14,000 in 1922

Deaths Attributed to Railroads, Although Motorist Is Usually at Fault.

What do you think ought to be done about this growing menace to life?

New York.—Fourteen thousand lives were lost in automobile accidents in the United States in 1922—an increase of 1,600 over the total for 1921. The 1922 death rate was 12.9 per thousand population, as compared with 11.5 for the preceding year.

This estimate for 1922 was made for the National Safety council by H. P. Stellwagen of the automobile department of the National Bureau of Casualty and Surety Underwriters on the basis of statistics supplied by the health officers of 60 American cities with an aggregate population of 18,177,310. The cities included in the study range in size from 25,000 population upward and are scattered over the entire country. It is reasonable to suppose, therefore, that the indications for these cities are fairly representative of the whole nation.

The 1922 automobile death rate for these cities was 12 per cent higher than the 1921 death rate for the same

Land Deeded to God Must Go for Taxes

Celestia, Pa.—The four acres of land here deeded to "God Almighty" by Mr. and Mrs. Peter E. Armstrong, in gratitude for "His loving care" of them, revert to the state owing to delinquency in paying taxes. The deed was drawn in 1864, and although the state and township have received no taxes from it for many years they have refrained from molesting the property of such sacrosanct ownership.

Several score Lapps were induced to go to Alaska to take charge of the enterprise in 1898, and their skill gave reindeer raising there a great boost. The natives learned from the Lapps, and now hundreds of thousands of reindeer in Alaska are turning otherwise useless moss into food and clothing materials for the territory and the states as well."

Urges Memorial for Columbus.

Santo Domingo.—The movement to erect on the island of Santo Domingo, West Indies, a powerful lighthouse as a memorial to Christopher Columbus is to be furthered by the presence at the Pan-American conference at Santiago of a special representative of the Dominican government.

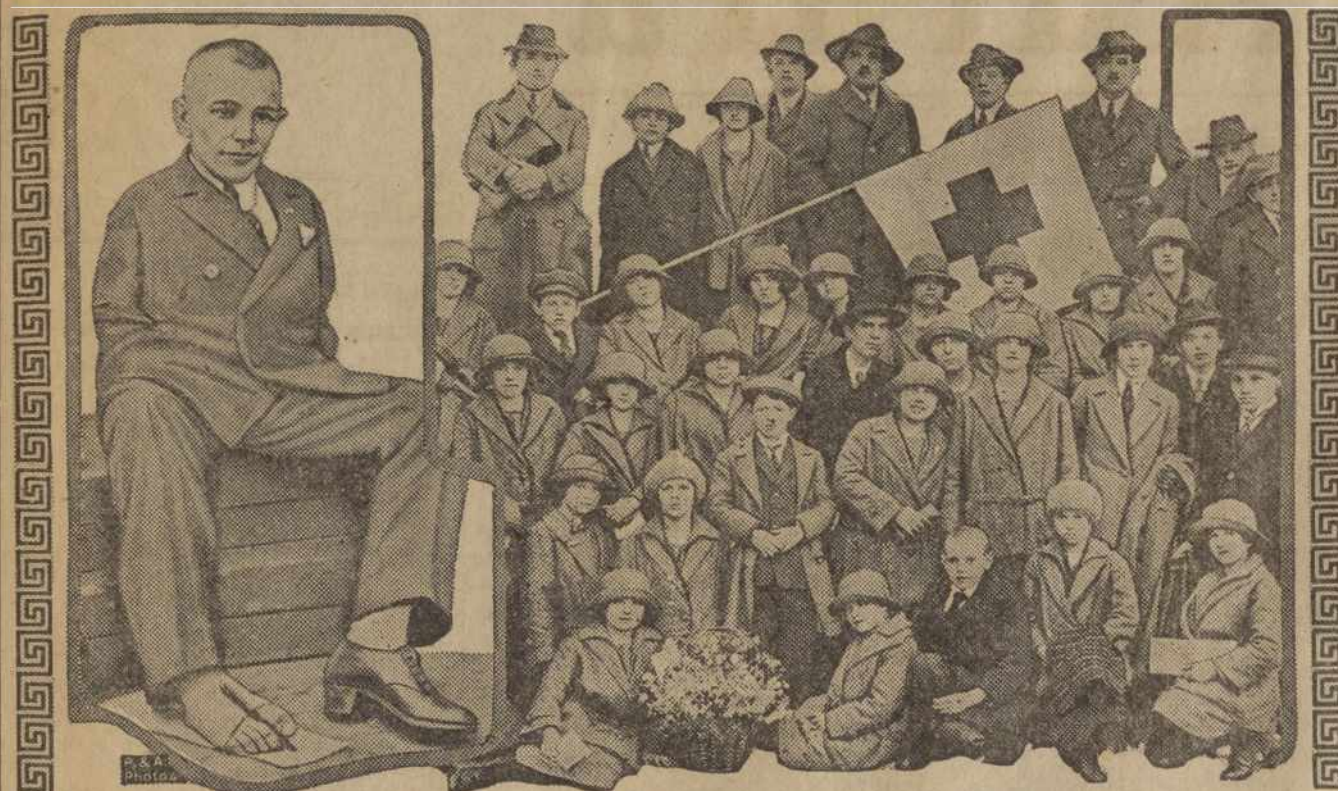
Smoking Increasing in United States.

Washington.—Smoking is on the increase in the United States, according to figures from the Department of Commerce. Smokers bought \$314,884,000 worth of tobacco in 1914, and \$806,749,000 in 1921, reports show.

Red Ants Bite Texan Unconscious.

San Antonio, Tex.—Attacked by a swarm of red ants on the streets, Theodore Garcia was bitten until he fell unconscious. He was given medical attention and is expected to recover from countless stings.

Czechoslovak Singers Who Are Touring America



This group of boys and girls from Czechoslovakia, who have thrilled European audiences with their concert work, despite the fact that many of them are cripples, have come to America to make a tour of the country. They are under the guidance of Col. Rudolph Svarer, shown in center of back row. At the left is Frantik Filip, one of the singers, who, being armless, writes by holding the pen in his toes.

Iceberg Peril Is Now Acute

Plan to Warn All Vessels by Radio of Route, Size and Speed of Wandering Ice.

Washington.—More dangerous icebergs are expected to make their appearance in the steamship lanes of the North Atlantic this spring than in many years. This knowledge, of great value to mariners and marine insurance companies, has been obtained as a result of the new method of iceberg forecasting, in process of being perfected by the International Ice Patrol and the United States Weather Bureau.

Eleven years ago, on April 14, 1912, the Titanic collided with an iceberg in the North Atlantic on her maiden voyage and went to the bottom with some 1,500 persons. There had been many casualties of the sea arising from icebergs before that. Tramp steamers and sailing craft had many narrow escapes and some were lost. Many of the ships indefinitely posted as missing on the board of the world's shipping offices also are believed to have been sunk in this way.

The appalling loss of the Titanic resulted in an international conference on the safety of life at sea. This conference, to which the United States sent Captain Ellsworth P. Berthoff, head of the coast guard, agreed upon the establishment of the International Ice Patrol. For ten years this patrol has been maintained, its cost allocated among the maritime nations in proportion to their tonnage.

From autumn until spring two American coast guard cutters, stanch ships, designed to ride out any storm, patrol the tempestuous seas of the North Atlantic. Each cutter has a two weeks' tour of duty, at the end of which it is relieved by the other. If either, or both, becomes disabled, other cutters are dispatched to the patrol.

Notify Ships by Radio.

The cutters seek out any ice which lies below the forty-third parallel of latitude—about on a line with Boston. Then they cruise northward. It is the duty of these ice scouts constantly to maintain contact with the southern, eastern and the western limits of the ice. By means of radio they notify all ships within their long range of the position of bergs.

Lieutenant Edward H. Smith of the United States coast guard has just submitted a special report on meteorological aspects of the International Ice Patrol which is regarded as of special importance. He has recommended that the United States establish outposts in the Far North to give earlier intelligence of the presence and progress of these bergs than can be obtained by the patrol.

His report of observations is being studied by the United States weather bureau, in connection with the studies of long-distance forecasting of various kinds which it is making, and there is a fair promise that the government will take the lead in perfecting this new science of iceberg forecasting, as it is called.

An iceberg is the huge tip of a glacier. A glacier creeps at little more than geologic speed down the gorges of the Arctic mountains, being, in fact, a river of ice. This river flows into the sea. The contact with the warmer water usually is not sufficient to detach the end of the glacier. The ice is of tremendous weight, and as it flows out into the sea it takes the form of a vast beam of solid ice, protruding into the deep water. Having no resting place on the earth, the weight produces a greater and greater downward pull on the end of the glacier. When this weight becomes too ponderous the protruding end breaks off.

Bergs a Peril in Spring.

The first discovery in connection with iceberg forecasting was that the weather conditions of the winter and especially the spring have much to do

with the breaking off of the glacier ends.

The west coast of Greenland is the birthplace of the Atlantic icebergs. Observations by Lieutenant Smith show that a season of stormy weather will result in the breaking off of more bergs than a relatively calm season. The vast forces of mountainous waves, raised by severe storms, pound so irresistibly upon the protruding ends of the glaciers that they snap a year or more prior to the time they would fall from their own weight.

The present season is expected to have more bergs than usual, because the winter and early spring were about the most tempestuous in the history of the weather bureau. The North Atlantic has been vexed by storm after storm. In February, instead of the nine or ten storm areas regarded as normal, some 20 disturbances swept across the ocean. Ship after ship reported the worst buffeting in the memory of many shipmasters. The waves which have been tossing shipping all winter presumably have been battering loose the glacier ends at the mouths of the Greenland gorges.

The layman naturally thinks of the iceberg as a tenant of the winter sea, so bleak and cold are its associations. But it is in winter that the North Atlantic is most free of bergs, because they are still in winter quarters. It might almost be said that the spring has the same effect on the bergs as it has on man, for it is with the coming of the vernal season that the great mountains of ice tear loose and go silently cruising down into the steamship lanes. The Titanic was sailing on an almost summer sea in mid-April when she struck. The bergs drift south, and in the course of the summer melt away, so that the fall and winter find the seas again free. So it appears that frequent and accurate reports of the incidence of storms in the Far North will be of great value in the forecasting of icebergs.

Wind Is Factor.

A second important factor is the wind. It is the wind which, pressing upon the crystal sails of the bergs, blows them away from the shore and into the full course of the Arctic drift, then southward to the ocean currents. A season of light winds or of winds from a quarter unfavorable to the movement of the bergs might conceivably retard their southward migration long enough to permit many of them to melt. In consequence, it is of im-

portance to have from Far North outposts accurate data on the incidence, direction and velocity of the winds.

A third factor is the ocean currents, which in general terms are inexorable and immutable—in a grander sense they, like Lord Tennyson's brook, "flow on forever." Yet they are subject to variations, and in the last year, which has been one of extraordinary meteorological phenomena the world over, many curious aberrations have been noted in their movements.

Take the great lord of all the ocean currents, the mighty Gulf stream. It sweeps majestically up from the south, bearing an incalculable volume of warm water into the northern latitudes. It is axiomatic that a warmer fluid body assumes an ascendancy over a colder one. So the Gulf stream mounts atop of the colder waters from the frozen north, swimming along on the very surface of the sea.

One-eighth part of an iceberg stands above the water line; its great bulk is below. It is plain that a small iceberg will not extend so far down into the sea as a great one. Suppose that a small berg—but even these are great enough to sink any ship—is floating down the Atlantic. It encounters the Gulf stream. The stream is flowing on the surface, and, as the berg does not extend so very far down into the water, the greater part of its bulk is opposed to the surface current and drift where the Gulf stream steers it. Then conceive of a great berg of such ponderous weight and size that it reaches far into the ocean depths. The Labrador current, flowing south, has dived under the northward-flowing Gulf stream. A greater mass of the big berg's bulk is far enough down to be chiefly influenced by the southward-flowing subterranean current. This berg, then, goes south, even against the flow of the Gulf stream.

Constant Observation Needed.

The thing needed is constant observation of these phenomena, in relation to the winds and the course of the bergs, to determine accurately which stream is likely to capture them as its prize and bear them off to whatever part of Neptune's realm it is seeking.

Lieutenant Smith has proposed a station at Cape Dyer, in Baffin land, which could report on meteorological conditions, wind and weather, and the progress of the bergs as they passed in majestic procession down to the southern seas. Such stations, it is asserted, could chart the speed of the bergs, and mariners would know that when a berg was reported as passing a given point in command of a given current, with such and such winds, it would be due in the path of their ships on an ascertainable date.

The next few years are expected to bring many added facilities to the weather bureau in long-distance forecasting of icebergs, storms and periods of moisture or aridity. The science of meteorology has advanced rapidly, and all that is lacking is more observation stations.

The region of the Bering sea off the Alaskan coast and the almost inaccessible fastnesses of the Lake Baikal region of Siberia are the breeding places of the great storms that sweep the world. It has been estimated that if the principal nations would jointly assume an expenditure of some \$10,000,000 a year in establishing and maintaining outposts in these places and at some other strategic points, the uncertainty of the future, so far as weather is concerned, would be at an end.

The commercial value of long-distance weather forecasting is inestimable. If at the planting season, the farmer could know the amount of moisture he would have during the growing season, he could guide his planting and cultivation more intelligently.—New York Times.

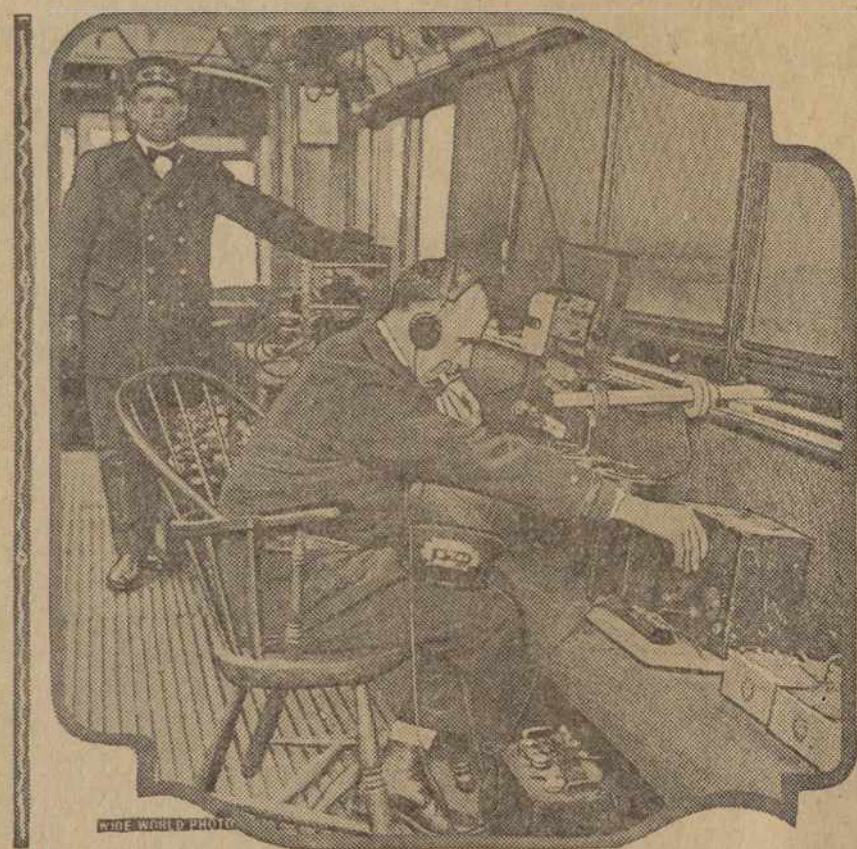
Girl Imprisoned by Father.

New York.—Because she was married to a man not of her own faith, Mrs. Joseph Steinberg, seventeen years old, was imprisoned in her home.

The girl began her imprisonment last January and only recently escaped, she told the court when her father caused her arrest.

Sometimes there is nothing more unsatisfactory than an unskilled kiss.

Radio for Operating Troubles



The Third Avenue Railway company of New York, in conjunction with the General Electric company, has completed a series of experiments wherein radio carrier currents are used on the feeders and trolley wires of its overhead system as a means of communication between points on the system. The transmitters and receivers are similar in many respects to the general run of broadcasting outfits and satisfactory communication has been established between substations and dispatchers' offices and the trolleys. Since the receiving point may be at any point of the line, emergency calls will reach their destination in record time and the exact nature of the apparatus needed to remedy the trouble will be transmitted, as each operator may talk as well as listen.

The foregoing totals do not include all the deaths for which the automobile may be held accountable. According to the accident classification throughout the country, deaths caused by collisions between automobiles and heavier vehicles (such as railroad trains), are assigned to the heavier vehicles. In the popular opinion, however, the automobile is charged with most grade crossing accidents. Failure on the part of many motorists to observe ordinary precautions at railroad crossings has resulted in a tremendous loss of life year after year.

Grade Crossing Deaths.

The following table shows the automobile highway grade crossing casualties for 1919, 1920 and 1921:

Year	Killed	Injured
1919	1,232	3,558
1920	1,273	3,577
1921	1,262	4,025

Figures for the entire year 1922 are not yet available, but the statistics for the first nine months indicate that the last year's totals will approximate 1,900 killed and 4,000 injured.

Wisconsin reports, covering the trunk highway system, outside of cities having a population of 2,500 or more, include 1,069 accidents which occurred between May 1, 1922, and January 1, 1923. Of that total 631 were attributed to "reckless driving," 61 to "improper lights," 45 to "broken car mechanism" and 40 to "intoxicated drivers."

ON ROAD TO HEALTH



Pat T. H. Tresslar, Jr., whose lungs went bad from the gas he got over-seas, with his pet coon, on the long hike of 15,000 miles across South America, the United States and Canada from his home in Texas, to sound lungs and 100 per cent fitness.