

MAY USE MAGNET TO RAISE SHIPS

Submarine Invention Passes Salvage Test of the British Admiralty.

LIFTS 16 TONS OF METAL

Believed That Much of Steel and Metals Lost Through Operations of German Submarines May Be Recovered.

London.—Fishing with submarine magnets for allied ships which strew the bottom of the North sea and the English channel may be attempted on a large scale in the near future if an invention recently placed at the disposal of the British admiralty proves to be practicable in deep-sea salvage operations. It is believed that the device may recover much of the loss in steel and metals caused by the submarines. It is also probable that it may, to some extent, replace the deep-sea diver.

Will Lift 16 Tons.

The "submarine electro-magnet" is octagonal in shape, three feet in width between the opposite sides, two and a half inches in depth, weighs seven hundredweight, and is strong enough to lift 16 tons of metal. In salvage work three magnets will be employed simultaneously, in order to get a good hold on the larger sections of armor plate.

Gigantic searchlights will first be turned on the wreck, and after the vessel has been blown to pieces by explosives the magnets will go down to search for anchors, chain cables and pieces of metal. The power will be sufficient to raise all fragments of metal, even though they be encased in wood.

The mechanical diver's possibilities were demonstrated recently at an exhibition at the Albert docks, Silverton, attended by representatives of the British admiralty, the Port of London authority and the salvage and shipbuilding companies. Into 36 feet of water were thrown several steel girders weighing two tons, some gas cylinders, castings, a section of railway switch and other metallic objects.

Brought Up Girders.

Swung by a crane, the magnet dived and, to the amazement of the witnesses, came up with the steel girders glued to its under side. The operation was repeated until the last piece of metal had been raised.

At one stage of the demonstration there was lively competition between a human diver and the diving magnet. The steel railway switch, owing to its peculiar shape, could not be located until a diver had gone down and placed the magnet in contact with the rails.

"The magnet is not intended to supplant divers," said Mr. Neale, head of the Neale Magnet Construction company, in charge of the development of the invention. "It will be of value chiefly in cases of wrecks in deep water, or silted up, where divers cannot go."

"It will also be used for loading and unloading vessels, discharging metallic ores, lifting machinery and loading steel sections from rolling mills. A current of 16 amperes, at a pressure of 220 volts, supplies the power."

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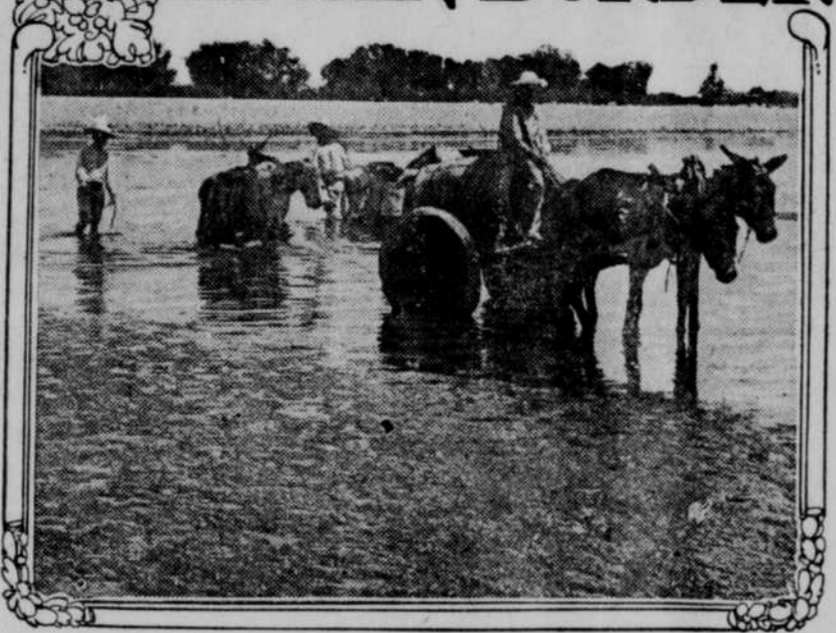
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ALONG the MEXICAN BORDER



Primitive Water Carts on Mexican Border.

(Prepared by the National Geographic Society, Washington, D. C.)

No region in all North America is more frequently mentioned or more widely misunderstood, perhaps, as regards places, routes, distances, and the customs of the people, than the Mexican border. The name itself brings to mind a blending of modern Americanism and the romance of the old frontiers. It hints at turmoil and intrigue, at wild night rides by cavalry patrols, at gun-runners and smugglers. It suggests, too, brown-faced, snappy-eyed senoritas in red skirts and mantillas, peddling tongue-blistering tamales and mild dulces; of Mexican women washing clothes, babies and dishes in irregular ditches; of burros, hens and pigs foraging about the doorways of flat-topped, squat adobe huts.

In many ways the social cleavage of this border is sharp and startling. It cuts us off abruptly from another people, showing an odd, interesting cross-section of diverse civilizations.

Nor are all the people along this line either Yankees or Mexicans. Thousands of Chinese are settled there on the Mexican side, and beside them are Turks and Japanese, and 20 Indian tribes speaking 20 of the babel of tongues heard in Mexico.

Thousands of settlers migrate to this borderland each year, losing themselves in the vast, hazy-blue stretches of its open country; but they are Americans all, mostly from the Middle West and the South. The hordes of Pines, Slavs and Neapolitans that pour into our Atlantic ports never get this far; they stop in the manufacturing centers of the East. In Texas and California, of course, native-born generations are found; in the newer states of Arizona and New Mexico most of the residents (barring children) have come from other states.

Rough and Difficult Trip.

Adventurous, colorful and full of contrasts as it is, the 1,800-mile trip along this crooked historic line is rough and difficult and has been made by few people. Some of the wildest and least known regions of our country are piled up against this border. Ask any dough-boy of the many, many thousands who have done a "hitch" on the Mexican border, what he thinks, for instance, of Ajo or the Yuma sector.

From the gulf up to El Paso, along the Texas frontier, the Rio Grande forms the boundary between the United States and Mexico; thence to the Pacific the line is marked by stone or iron monuments (save a short break at the Colorado), so set that one is supposed to be visible from the other.

The Rio Grande part of this border has caused both Uncle Sam and Mexico much work and mental anguish. During bad floods the line as formed by the river squirms around in so astonishing and lively a manner that what is Mexican soil one day may be in Texas the next, and vice versa.

Then, too, there is the ever-recurring problem of dividing the waters of the river for irrigating purposes. Around such places as Laredo, Tex., this situation affords many an acrimonious international argument.

No spot on the whole border affords more of impressive grandeur than the region about the mouth of the Pecos. This yellow, turbulent stream roars into the Rio Grande near the town of Del Rio, foaming along the bottom of a steep-walled canyon worn hundreds of feet deep in the solid rock.

Relic of Camel Experiment.

At the old fort at Camp Verde, north of Uvalde, in a relic of one of the oldest experiments ever made by our government. It is an Arab khan, in ruins now, but in its time an exact replica of the rectangular adobe caravansaries built along such caravan trails as that from Bagdad to Teheran. This khan was built back in 1858, when Jefferson Davis was secretary of war and the famous experiment was made with camels for army transport use between Texas and California.

As you follow the border west, oaks, pines and underbrush decrease, aridity increases, and cacti lift their thorny heads. Cattle, goats and sheep are pastured in large numbers; but, except for irrigated areas along the river, the country is thinly settled and undeveloped. Border countries like Brewster, Presidio and El Paso are of amazing area—larger than some of our small

eastern states. Windmills are everywhere—"big electric fans to keep the cattle cool," a wagish cowboy once explained to a London tenderfoot.

El Paso ("The Pass"), great border mart of west Texas, is set on the edge of a rich stretch of the Rio Grande valley. It stands at the point of intersection between two old highways, the first channels of traffic established by white men in America. It is the only large city from "San Antonio" to Los Angeles, a ride of 1,500 dry, dusty miles. It is well served by both American and Mexican railways, and its merchants buy and sell goods for hundreds of miles below the Rio Grande. Despite the arid country about it and its occasional blinding dust-storms, its climate is exceptionally good, owing to high elevation.

The largest irrigation reservoir anywhere is the great Elephant Butte dam, which stores more water than the world-famous Assuan dam on the Nile. This big dam, built in the Rio Grande above El Paso, at a point in New Mexico, holds water enough, we are told, "to cover Massachusetts to a depth of six inches."

Juarez, El Paso's sister city across the Rio Grande, like most Mexican border towns, is known chiefly because of its pitched battles and its bizarre methods of entertaining sporty American visitors. A wooden bridge spans the river here, and El Paso street cars loop over into Mexico—when the looping is safe.

Across an Arid Wilderness. From the point at Monument No. 1 where the boundary line crawls out of the Rio Grande (at the southeastern corner of New Mexico), it strikes west into a wilderness of singularly dry and empty aspect. For 40 miles along this march the traveler must carry his own water. Near Columbus a few small trees appear.

To the west lie the rough, hostile foothills of the Dog mountains; near here, in the San Luis range, the line reaches a point 5,000 feet above the sea, marking the continental divide. Through San Luis pass runs the old emigrant trail.

Slightly west of the one hundred and eighth meridian the line turns at right angles and runs south for a few miles, thence west again.

In the San Bernardino valley the line strikes the first running water after quitting the Rio Grande—192 miles to the east. In the whole 700-mile stretch from the Rio Grande to the Pacific this line crosses only five permanent running streams, and the average rainfall throughout its length is only eight inches. Save the hamlets of Columbus and Hachita, the New Mexico section of the border is almost uninhabited.

Hurdling this line in pursuit of Geronimo and his Apaches was for years a favorite outdoor army sport in these parts; but nowadays most ambitious residents are mining copper, roping and branding cattle or fussing with irrigation ditches.

Not long ago coyotes were chasing horned toads over an empty desert where Douglas, Ariz., now stands, with libraries, country clubs, theaters, public baths, street cars and a hotel that might have been lifted bodily out of Cleveland or Kansas City. Just over the line from Douglas lies drab, dusty Agua Fria with its sleepy peons and sad-eyed burros.

Bites in a Canyon.

West of Douglas, eight miles north of Naco, on the line, and quite hidden in the barren, mule mountains, lies the quaint upside-down, busy, bustling Bisbee. Its main street runs up a deep canyon, many of its houses clinging like pigeon cotes to steep hillsides.

Of our whole border, the California section is perhaps best known to Americans because of denser population, excellent motor trails and proximity to cities like San Diego, Los Angeles, El Centro and the below-the-sea border town of Calexico, opposite Mexicali. The incredibly fertile Imperial valley of California sweeps north from Calexico to the Salton sea, more than 200 feet below the sea level.

From Calexico the line runs west past Signal mountain, up the Jacumba pass over the Lagunas, past the historic border town of Campo, through the towns of Tecate and Tia Juana (famous for races and gambling casinos), and thence to the Pacific, a few miles below San Diego.

SAY INDIANS STARVE

Turned Cannibals, According to Reports From Canada.

Mounted Police Start on Four-Month Trail in Far North to Investigate—Miss Yearly Migration of Caribou.

Winnipeg.—A member of the Canadian mounted police and a guide left Edmonton, Alberta, to investigate reports that Indian tribes north of Lake Athabasca, in northern Canada, had resorted to cannibalism, their food having failed them.

These Indians have heretofore been living largely on caribou, but last summer they missed the yearly migration of caribou from the shores of the Arctic and their hunt was a failure. Reports indicate that they are starving.

The trip is a long and dangerous one, across barren lands and through a wilderness for a distance of 400 miles. No food can be obtained there and little wood for camp fires is obtainable, there being in the region only isolated sticks of stunted timber. The ground is almost entirely rock ridges, interspersed with swamp land and bogs. Another party of Canadian mounted policemen also is leaving Fort Fitzgerald.

Indians from all sections of northern Canada converge at a central meeting point in the heart of the howling wilderness of this north country, where they remain for months. It is at this central point that the police hope to find them, and if cannibals are found among them, to bring these human flesh eaters to civilization.

Long trains of Indians and dogs will accompany the police, carrying supplies for four months.

JOY RIDING IN HOLLAND



A young subject of Queen Wilhelmina takes his sweetest for a joy ride on the frozen canal, supplying the motive power himself. The skates are fastened on over heavy socks, no shoes being worn.

DEVICE TO PREDICT QUAKES

Scientist Observes California Earth "Creeps" Precede Tremors—May Predict Quakes.

Oakland, Cal.—The University of California announces earthquakes may be predicted with the same precision as weather forecasts as a result of the discovery by A. G. Lawson, professor of geology, that earth movements are the antecedent as well as the consequence of earthquakes.

Observation of the earth's "creep," according to the announcement, will enable scientists to determine with accuracy the forthcoming earthquakes. It is well known, according to the announcement, that on occasion of the April (1906) earthquake in California there was a relative displacement of the earth's surface stratum on the two sides of the San Andreas fault line amounting in the Bolinas (Cal.) region to as much as 24 feet.

DIGS UP EGYPTIAN TREASURES

French Archeologist Uncovers Alabaster Vase of Fifth Dynasty in Syria.

Paris.—General Gouraud has informed the Academy of Inscriptions and Belles Lettres of an important discovery made by M. Moutet, who was sent by the academy to carry on archeological work in Syria. In excavating on the site of the ancient city of Byblos what appears to be the entire treasure of an early Egyptian temple was laid bare only three feet below the surface of the ground.

Among the objects discovered was an alabaster vase, intact, mentioning Pharaoh Hounas of the fifth dynasty, who reigned 2,500 years before the Christian era. The discovery is of special interest, as it proves that the Egyptian penetration into Syria took place at a very early date.

Man's Finger Will Replace Lost Nose

Michael Feighley of Rohersville, Md., whose nose was cut off when the windshield of his automobile shattered and cut his face, will have his little finger grafted on in place of the missing member. After the finger grows fast to Feighley's face it will be amputated from his hand.

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