

WARSAW: THE PARIS OF POLAND

No other people, in all the world's history, has borne oppression so bravely and gloriously as the Poles, except the Jews; and Warsaw, where the "Russians had to keep a garrison of 300,000 troops to overawe a city of 300,000 people," is to Poland what Paris is to France.

Indeed the vivacity, the gaiety and the quick wit of Warsaw's people are a constant reminder of Paris; as well as those deeper likenesses which spring from Warsaw's ascendancy in the letters, the arts and the social graces.

All this, too, in a city where the most gruesome tragedies have stalked. As recently as the years of our own Civil war the Russian army mowed down thousands of men and women as they knelt in the snow, singing their national anthem. Deportations are an old story in Warsaw, every effort at nationalization was followed by slaughter, and hundreds marched the long trail to Siberian exile.

But Poland's spirit meanwhile, became a synonym for the indomitable. The success of the Russification of Poland has been described as the process of keeping 12,000,000 Poles pinned to Russia by bayonets. Politically non-existent, for even Poland's name was expunged from all official Russian records, the pre-war Warsaw vied with world capitals in science, particularly medicine, in manufacturing, in trade and in literature.

Though Warsaw betrayed none of the grimness characteristic of Russian cities, reminders of her by-gone glories and tragedies were to be found even before the World war restored her autonomy.

In the Lazienki gardens is a monument to John Sobieski, who stemmed the advance of the Turks in Europe, a figure as picturesque as Paderewski who now sees his land a barrier to bolshevism's westward spread. It was in 1683 that a Turkish force had thrown itself in crescent formation around Vienna. The encampment was no less threatening because it resembled a circus rather than a siege, with its herds of camels, and luxuriant tents with baths and parrots within and fountains without.

Mighty events often hinge on slender circumstances. Sobieski hesitated because Leopold, Austria's emperor, first declined to address him as "Your Majesty." But Sobieski's hesitation is said to have vanished when he learned that the French ambassador had written to Louis XIV., who rather hoped for the worst for Austria, "Don't trouble yourself, Sobieski is too fat to sit on a horse and fight." The "fat man" rode his charger into the thick of the fight, helping him his way to where the Turkish grand vizier stood, and after the battle handed one of that dignitary's stirrups to an aide, with the command, "Take it to the queen and tell her that he to whom it belonged is defeated and slain."

HOW ANTS CAN HINDER AIRPLANES

Ants have assumed a new role in Africa—that of enemies of aviation. Reports from surveyors of the proposed air route from Rhodesia to Capetown say that ant hills have interfered seriously with the placing of aerodromes.

To understand this phenomenon one must understand how ubiquitous is the ant in South Africa, writes William Morton Wheeler to the National Geographic society. He continues:

"Ants are to be found everywhere, from the arctic regions to the tropics, from timber line on the loftiest mountains to the shifting sands of the dunes and seashores, and from the dampest forests to the driest deserts. Not only do they outnumber in individuals all other terrestrial animals, but their colonies even in very circumscribed localities often defy enumeration.

"One subfamily of the ants, the Dorylinae, embracing the wonderful driver ants of Africa and the legionary ants of the American tropics, are highly carnivorous, but nevertheless succeed in forming immense colonies, often of hundreds of thousands of individuals. This they accomplish by relinquishing the sedentary habits so characteristic of the great majority of ants. They keep moving in long files through the jungles, capturing or killing all the insects they encounter, and even overrunning dwellings, and, in their search for cockroaches and other vermin, driving out the human inhabitants.

"From time to time these strange ants bivouac for the night or for a few days in some hole in the ground, or under a tree, but soon continue their predatory march. Evidently they are able to remain carnivorous, and at the same time to develop large colonies, only because they are nomadic and can thus draw their food supply from a large area.

"Certain individuals, the 'repletes' of the colony refrain from leaving the

nest and foraging for food and become converted into flagons by distending the crop to such enormous dimensions that the abdomen looks like a transparent bead. In this condition they hang by their claws from the roof of the nest chamber and thenceforth spend all their lives receiving liquid food from the tongues of the foraging ants, storing it in their crops and regurgitating it to hungry individuals when the liquid food supply outside the nest becomes inadequate.

"This is, of course, apt to be the case periodically in dry regions, so that we find the true honey ants only in deserts like those of the southwestern states, northern Mexico, South Africa and central Australia."

TACNA AND ARICA: SIAMESE TWINS OF GEOGRAPHY

Tacna and Arica! The words are fast becoming as inseparable as the Gold Dust Twins, the Dolly Sisters, or Mutt and Jeff.

The regions form a territorial bone of contention among Chile, Peru and Bolivia. The province of Tacna, composed of the department of Tacna and Arica, is shown on maps made in Chile as the northernmost province of that country, and on maps made in Peru as the southernmost province of Peru, bordered on the north by the Rio Sama and on the east by Bolivia. Its broad uplands are rich in nitrate, and on the Bay of Arica, at the terminus of one railroad leading to La Paz and the interior of Bolivia, and of another running to ports to the south, the delightful city of Arica is situated, giving the possessor of the territory a great advantage in South American affairs from both political and commercial standpoints. Here is ample reason why these two South American republics want it, and why Bolivia hopes that, in the adjustment, she will have an outlet to the sea accorded her.

The trouble over this region arose originally from the fact that, in the days of the early Spanish settlers, the country was so vast that a few hundred square miles more or less made no difference in the affairs of the colony, and when the colonies organized themselves into republics they still were too busy with their internal problems to bother about where their boundaries began and where they ended. This condition was true not only of Peru, Chile and Bolivia, but of most of the other South American republics, as indicated by the numerous boundary questions which have been in dispute during the last decade.

So matters drifted until the middle of the nineteenth century, when guano and nitrate were discovered in this formerly ignored region. The guano alone was then hastily estimated as worth \$20,000,000, not to mention the nitrate. What friends could be expected to remain friendly with such a mountain of dollars between them? Since that time the Peru-Chile-Bolivia story has been one of controversies, treaties, counter-charges and plebiscites never taken.

THE MAIL MAN: COURIER OF CIVILIZATION

Did it ever occur to you that your city letter carrier, your village postmaster or your rural route carrier has a past?

He is the agent by which the long arm of Uncle Sam taps your shoulder one, two, maybe three times a day, yet he is so unobtrusive that you probably do not know him half so well as most other agents of your government, the school teacher or the policeman, for example.

But he not only is an essential, but a historic figure. The history of the postal service and its employees extends to the days of the Romans when the earliest known means of transmitting a message was by carrier. These admirable organizers, the Romans, marked by a "post" the place in the road where the relay of one runner by another was effected; thus they named our system long before it was born.

The first letter post seems to have existed in the Hanse towns in the thirteenth century in order to facilitate relations between the merchants of the various members of the Hanseatic League.

The British post office had its beginning in the sixteenth century, and our own colonial methods of handling mail were inherited from our British forefathers. Long before the people had any means of exchanging either personal or official letters, the king had established a system of conveying his personal messages and official documents by royal messengers. In the reign of King John that petulant monarch paid out a large sum for a postal service and charged it to the household and wardrobe accounts. Messengers who were thus entrusted with matters of state had to be above suspicion. They went the whole distance and were paid according to the length and danger of their journeys.

In 1638 New England proposed to the British sovereign that a postoffice system be established in the colonies, as it was "so useful and absolutely necessary." His majesty paid no attention to the plea, but Richard Fairbanks, in the same year, set up an office in Boston to receive letters from ships. He undertook to deliver the letters received and charged a penny for each letter. He also received mail for out-going ships, but no one was forced to send mail through his office.

A thrilling story of the devotion of mail men to their duties is that of the pony express, the first rapid transit mail line across the 1,900 miles of prairie, desert, snow-capped mountain

peaks, and alkali wastes between the Missouri river and the Pacific coast. It was inaugurated early in 1850 in order that the West might be kept more closely in touch with the North in view of the trouble brewing from the slavery question, and though it had an existence of only sixteen months, it made the East and West only ten days apart at a time of crisis.

The date of starting was to be March 23, 1850, and Forts Kearney, Laramie, Bridger, Great Salt Lake City, Camp Floyd, Carson City, the Washoe Silver mines, Placerville and Sacramento were to be the points of delivery of mail. In St. Joseph, Mo., eager and excited crowds gathered in the streets to see the first courier, the wiry, twenty-year-old Johnnie Frey, as he dashed away on his jet black steed for the first lap of the race of flesh, blood and determination against the desolate spaces of an unpeopled country.

These riders were clad in buckskin shirts, ordinary trousers, high boots and soft slouch hats, and were armed with sheath knives, Colt's revolvers and Spencer carbines. The best time they made across the trackless waste was in carrying President Lincoln's inaugural speech to San Francisco—seven days and seventeen hours.

ADRIANOPLE: A WEATHER VANE OF EMPIRES

Entry of Greek troops into Adrianople is an event in secular history fairly comparable to the investiture of Jerusalem by Allenby's army, for this Turkish city has for nearly 2,000 years been a weathervane of world politics.

The rebuilding of the ancient Thracian town of Hadrian, who gave it his name, signaled a high point in the power of the Roman empire. The decline of Rome was foreshadowed some two centuries later when the Goths defeated Valens there and made their first break through the Roman frontier.

Next Adrianople was the setting for the Turk's advent into Europe. There Murad I. established himself, planned the capture of Constantinople, and sent out expeditions to subdue various Christian peoples. For a time the European capital of the sultans, Adrianople was relegated to be the chief bulwark of Constantinople. There Turk first met Slav, and there the Russians finally forced their way to the Black sea by a treaty which also loosened the Turkish hold on the Caucasus and compelled recognition of the independence of Greece.

Adrianople is on the Maritza—Hebrus of Grecian legend, where Orpheus was dismembered by the Thracian women; also celebrated, under its later name, in Bulgarian song and story. It is 137 miles by rail northwest of Constantinople.

Today the city wears its past glory with a sort of shabby gentility, with no pretension of prosperity but less squalor than the usual Turkish city.

It possesses the grave of the first Murad, or Amurath, who was assassinated in his tent after he had vanquished an army of Christian allies on the field of Kossovo.

A mosque bearing the name of Sultan Balazid recalls that monarch, whose first official act was to order the execution of his brother, who was first Ottoman ruler to call himself sultan and whose conquests finally were checked when he was taken prisoner by Tamerlane.

But the architectural masterpiece of Adrianople is the Selimieh, product of a Greek tribute-boy's genius, and relic of the reign of Selim II, the Louis XV of Turkey.

Yearly the Turks would seize a certain number of sons of their Christian subjects, and in Sinan they found they had acquired a skilled bridge builder. They allowed him to follow his bent, and the Shahzadeh at Constantinople, the Suleiman at Stamboul and the third famed mosque at Adrianople were given to posterity. The Selimieh stands upon the highest hill in Adrianople and four lofty minarets tower far above a massive dome.

STEEL AFFECTED BY FIRE

Figures Gathered by the United States Bureau of Standards Reveal Stability of Structure.

Some interesting figures relating to the behavior of structural steel at the high temperature of ordinary fires have been given by the United States bureau of standards. Naturally, the strength of steel at high temperatures has a very important bearing upon the stability of a structure which may be subjected to fire. Without any protective covering steel columns fall after only 10 or 15 minutes of exposure to temperatures such as are reached in ordinary fires. Resistance can be greatly increased by the use of coverings of brick, concrete, plaster, tile, etc., to such an extent that columns so protected are unaffected after several hours' exposure to intense heat, says the New York Evening Post.

Tests have been made to determine the compression strength of specimens of structural steel when heated in an electric furnace to temperatures corresponding to dull red heat (1,100 degrees Fahrenheit) and loaded up to 20,000 pounds per square inch. It was found that structural steel loaded to 10,000 pounds per square inch fails at about 1,075 degrees Fahrenheit, and under a load of 20,000 pounds per square inch failure occurs at 925 degrees Fahrenheit. For practical considerations, however, the limit of utility may be regarded as reached at temperatures of about 130 degrees Fahrenheit below those given above.

American Girl Athletes at Olympic Games



The American girl athletes, who took part in the seventh Olympic games at Antwerp, marching before King Albert. Little Miss Wainwright, the thirteen-year-old swimmer, is the last figure on left.

Ambassador Davis and Family Come Home



John W. Davis, American ambassador to Great Britain, and his wife and daughters, photographed on their arrival in New York on vacation.

American Boy Scouts in Paris



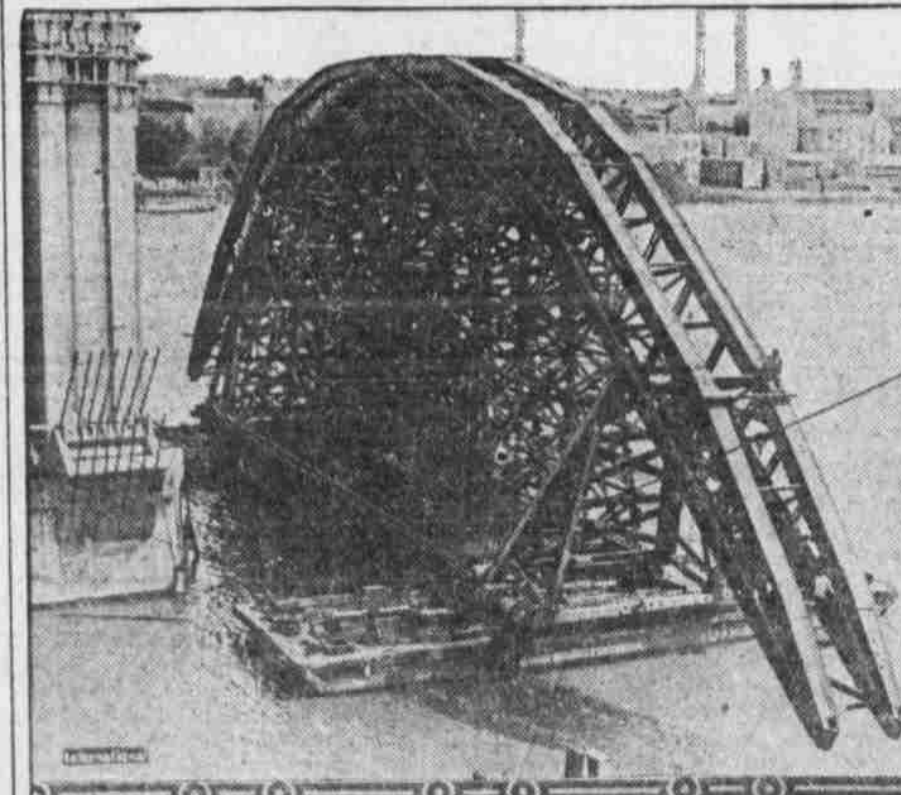
American boy scouts taking part in ceremonies at Paris during their reception in that city. Two young girls symbolizing France and America, are sitting on the platform, before which the maneuvers were held.

HONORED BY MEREDITH



James Halley is a remarkable old gentleman. At least Secretary Meredith thinks so, for he is planning to give him a private reception all of his own at the department of agriculture. And surely 58 years of continuous service entitles old Mr. Halley to this honor. Since July 1, 1862, until his retirement, May, 1920, he served faithfully in the department as a cabinet maker. When he retired on his pension of \$641 a year, Mr. Halley asserted that he was still able to do a hard day's work.

New Span for Washington Bridge



An interesting engineering operation in connection with the construction of the Key bridge, at Georgetown on the Potomac, which connects the state of Virginia with Washington, was the placing of this huge 200-ton span. It was built over a timber frame erected over three scows lashed together and anchored near the Virginia shore. When the tide was at flood, the scows and their high-souring cargo were towed between the central piers of the bridge.

MARRIED AT THIRTEEN



This gypsy lad, John Costello, only thirteen years old, was married recently to his cousin, of the same age, at Tuckahoe, N. Y., in the presence of 125 gypsies encamped there. John's father paid \$3,500 for the bride.