

Out Our Way

By Williams



New View of Largest University



The entire expanse of Columbia University, New York, is shown above as viewed for the first time from the observation gallery atop the Laura Spellman Rooker-Carillon Tower, of the Riverside Church. It was opened last year. The tower is 387 feet above the street and on a clear day affords a panorama extending as far as 30 miles. It houses the largest and finest carillon in existence.

TOO MUCH FOR THE ENGINEER

Careless Motorists Are Nerve Wreckers, Says a Retiring Railroader

From the Milwaukee Journal

"When you're up in the cab of a great locomotive and you're making 70 miles an hour -- and you see a fool motorist trying to beat you to the crossing -- and you know you can't stop the train in less than three city blocks --

"Say, young feller, your heart just gets stuck in your throat. "And if the fool doesn't make it -- and the next thing you know you've sent that motor car into the air -- and you hear screams --"

Engineer William R. (Spike) Kennedy, 69 years old, stopped to gulp.

"Is it any wonder we locomotive engineers get nerves these days?" he asked. "I'm glad it's all over and I'm retiring after 50 years of railroading for the North Western."

"I had a fast passenger run between Milwaukee and Chicago. There are plenty of towns to go through and lots of motor car traffic. Nobody can beat a railroad train to a crossing. We can't stop those engines in a hurry. Why don't people use caution? With these closed motor cars they can't hear the whistle or the bell when they're talking and paying no attention to where they're going. Just to stop a minute to let a train go by -- if they only would. But no; and --

"Why, I've hit so many motor cars and trucks I can't stand to get down to look at the wrecks any more. It breaks me all up. I'm just a bunch of nerves for days afterward. If those folks have no regard for themselves, I wish they'd have a little for the engineer."

Kennedy started as a brakeman at Beaver Dam in 1882 when engines on that branch burned wood and he had to get off at every town and load the tender with more wood.

"Fourteen and fifteen hours a day was nothing to put in them," he said. "But it wasn't so hard. The engines were 'watch charms,' just 'tea kettles' then. When I got to be an engineer in 1890 we fellows took a lot of pride in keeping the engine all polished up and the cab like a Dutch kitchen because we always had the same engine."

"Now an engineer is only a chauffeur and it's no cinch running those big engines. And he's got to 'run' -- make speed in fog and every kind of weather."

Kennedy has had only one wreck. A few years ago his engine took an open switch at Wilmette, left the rails and turned over.

"Punny how a fellow feels then," he said. "I just thought, 'Well, here it goes; I'm done for.' I picked myself up between the engine and the tank; not hurt a bit. Luck."

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ANOTHER PROTECTOR

From Christian Science Monitor

Regulating an industry in order to protect it from the effects of excessive competition gives a new aspect to the question of governmental supervision of rates, yet this, basically, is the underlying reason for the request of a number of steamship lines for federal supervision.

The intercoastal route between Atlantic and Pacific ports of the United States is protected against foreign steamship lines, but the surplus of American lines in this route any of them earning a profit, or, under present conditions, even covering their operating costs. Some of the lines are known as industrial carriers, being owned by large industries which operate the ships for the carriage of their own products, notably the United States Steel Corporation. Any additional general freight which these lines might car-

2322, a total of 16,284,761 trees was registered on the honor roll.

Berks county, Pennsylvania, leads with almost 2 million trees. The Wisconsin Federation of Women's Clubs has planted 640 acres. Civic societies have joined in the movement. Indian schools were enlisted. In Dayton, Ohio, the schools are credited with 53,000 trees. A grove on Hains Point has been started by the D. A. R. of the District of Columbia.

ry could be handled at a low rate, which would be virtually net profit. There are more than a dozen lines either general carriers or those belonging to industries, on the route. Eastbound, the tonnage is relatively heavy, due to the oil lumber and fruit; but westbound, cargoes are very light.

Several attempts have been made by the operators to arrive at a fair basis of rates by agreement, but these agreements, last only a short time, being violated by one company or another in an effort to get business.

Now the United States Senate Commerce Committee has been hearing testimony in favor of federal supervision of rates, presumably by the United States Shipping Board or the Interstate Commerce Commission. Many of the steamship companies favor such regulation; shippers who naturally benefit by any rate wars, disapprove of the rate regulations.

If the lines are to be maintained and American shipping aided, a moderate degree of control over rates seems imperative. The railroads have benefited rather than suffered from federal regulation of rates. The same generally is true of other utilities whose charges are governed by federal or state bodies, and the intercoastal water lines should similarly profit thereby.

DEATH CREATES TANGLE

Portland, Ore.—(UP)—According to law, the vacancy created by the death of Ed Sweeney, Multnomah county auditor, must be filled at the next election. Yet, according to law, the vacancy can't be filled because Sweeney's death occurred after the primary election had been formally called and the ballots certified.

Today a memorial arbor-tum of 8 acres, a gift to the people of New Jersey by Charles La-throp Pack and Arthur Weston Pack of Lakewood, is to be dedicated in the presence of Governor Moore and other officials. About 1,000 trees and 1,500 shrubs, native to the state, have been planted. The different species marked, the arbor-tum promises to be an education in tree culture.

There were 110 entrants in the 13th annual Florida state interschool swimming meet this year.

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BURIAL PLACE OF NOAH SACRED SPOT

Moslems Venerate Supposed Ark Builder's Grave.

When people ask whether religion is dying out in the world it might be well to remind them of the grave of Noah in El Mualakah. Hardly a day passes that the faithful do not decorate this holy spot with garlands of flowers.

The traditional resting place of the bones of the great Ark builder is marked by a huge mound. Noah, according to the stories handed down from ancient times, was no less than 152 feet tall. According to tradition, there were giants in those days. Compared to Noah, Seth, the third son of Adam and Eve, whose grave is near El Mualakah, was a midget who only achieved the height of 55 feet.

Noah is supposed by the Moslems to have lived to be 950 years old. They respected his memory just as do Christians, and his grave was a Mecca for the Mohammedans long before the Christian era.

Not far off from the famous mound will be found the extraordinary ruins of Baalbek. These are the remains of an edifice so ancient that nobody really knows the circumstances of its founding. Some authorities declare that this towering heap of stone was once the Biblical Tower of Babel. The Moslems, however, believe that the

builder was Cain, who threw it up as a mighty fortress to defend himself after he had slain Abel.

Nimrod, the mighty hunter, is said to have been one of the early settlers at this place, and he is supposed to have had considerable connection with making the scene the first site where idols were worshipped.

So mighty are these ruins even today that some writers claim the great towers and walls could only have been constructed in an era when mastodons and other huge prehistoric monsters were used to lift the stones into place.

Distinguished visitors like Abraham, kings and patriarchs all came to this place, and Solomon is reported to have erected a palace there.

In the chief temple wall there are three stone blocks that weigh from eight to one hundred tons each. This gives credence to the theory that the Phoenicians, masons and architects of tremendous structures, were the original settlers.

Today you will find many great archeologists backing the opinion that the Temple of the Sun at Baalbek was the most magnificent and perfect temple ever seen on the face of the earth. Earthquakes

have demolished most of this building's 54 gigantic pillars, which flash golden hues, with tints of pink and red when the sun is shining.—Cleveland Plain Dealer.

Record Butterfly Collection

The late Dr. William Barnes, a surgeon of Decatur, Ill., devoted practically half a century to collecting what is the finest assemblage of North American butterflies in the world. Doctor Barnes' widow has been offered \$50,000 for the specimens by the United States government. Upon her acceptance they will be brought to Washington and placed in the National museum.

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