

Provide Means for Using Boy's Spare Time

By REV. ROY L. SMITH, Pastor of St. Paul's Methodist Episcopal Church, Chicago

Many boys are lost to good citizenship every year because parents think their children are safely in the care of the school or church. A boy may be completely lost to his parents, yet sit at the family table daily. How sorrowfully the city of Chicago is seeking for its lost boy today. She has just realized the fact that he has escaped the church, the school and barely escaped the law.

Unfortunately, we do not find him in the company of teachers and thinkers in any considerable number. Instead we find him in the vicious poolroom, or in secret "athletic" clubs, etc., meeting over barns or in basements.

Here the boy with nothing to do proves himself an adept in knavery under the tutelage of those already initiated into crime. The "baby bandit," the gangster and the boy thug are the inevitable fruits of a policy of indifference to the use of a boy's idle time.

The secret of the boy problem in large measure is a parent problem. In a city of flats and paved streets the boy has been a tardy consideration. There is no room for his shop in the apartment and less room for his ball ground in the crowded street. In all the West side, where St. Paul's church is located, there is not one desirable playground and only three small, inadequate parks.

Such agencies as the Y. M. C. A., the Chicago Boys' club and the Boys' republic go farther toward saving the boy through supervised play than several hundred "cops."

A large part of the solution of the boy problem lies, in my judgment, in providing some attractive and profitable means for using a boy's spare time.

The boy who is turned loose on the street will move in the line of least resistance for his amusement. The average boy needs guidance more than court sentence.

One-Act Play Best Vehicle for Amateurs

By MARGARET DURWARD, Colorado Agricultural College, Fort Collins, Colorado

In amateur dramatics the interest is found in the freshness and originality which is often displayed, but in detail and finished technique amateurs are often weak. For that reason plays which contain long-sustained parts, or extreme emotion of any kind should be avoided and those plays which afford plenty of "characterization" should be chosen instead. However, amateurs need not be afraid to try serious plays or even those which are strongly dramatic, if they are willing to undertake their work seriously and think out their parts with sincerity and care.

A new dramatic form, one which has just come into prominence for amateurs, is the one-act play. Beginners can often do one scene well, bringing considerable enthusiasm and freshness into their work, when they cannot sustain a long part through several acts. There are other advantages in the one-act play. It gives an opportunity for more people to participate; it makes possible a program which is varied enough to please any audience; it takes less time to prepare and is less trouble to stage.

This one-act play has found much favor with high-school and college clubs. One club in a Chicago suburb has given over forty short plays with much success.

There is quite a long list of these one-act plays from which to choose, most of them having been written in recent years. Here are a few which may prove suggestive:

"A Hero for a Husband."
"The Neighbors"—Zona Gale.
"Augustus in Search of a Father"—Harold Chapin.
"The Rose With a Thorn"—Pierrot Play.
Seven Short Plays (any one)—Lady Gregory.
Comedies in Miniature—Margaret Cameron.

Way to Stop Tipping Nuisance

By H. A. PREVOST, World Traveler, New York

If there's any good at all to come out of the European war, it may be found in the abatement and perhaps the eventual elimination of the tipping evil. Waiters in London and Paris and in the smaller cities in Europe where I went are complaining loudly that they are not getting any tips or not getting the tips they used to get. You see, the native Londoner, as well as the native Parisian, is not the one who caused tipping to become a nuisance. It was the American who caused the trouble. His prodigality spoiled the European waiters. Anybody who has traveled in Europe knows that the tips given employees not only in the hotels, but on trains, in the customhouses, everywhere, were absolutely necessary if one was to get any service. Employers recognized it, and paid their employees less money than they were entitled to, the public paying.

Since the war there has been comparatively little tipping done in any of the big European cities. The residents of London and Paris have had to cut down their tips because money is scarce, and there are very few Americans traveling. Perhaps the public will learn by experience that tipping can be done away with if all persons will combine in the movement, and this is the opportunity. At any rate, those in Europe who have heretofore depended largely on the tips of foreigners have perforce had to get along without them, and it is up to the public now to keep it going.

French Have Proved Superiority in Aviation

By John Domenjos, Swiss Aviator, Washington, D. C.

The French have proved the superior of all others in aviation. There has been a wonderful development of the aeroplane in France since the war began, and while the Zeppelins have wrought destruction in France as well as in England, the French have on all occasions demonstrated their superiority in the operation of aeroplanes. I should say that the ratio of efficiency is about five to two in favor of the French over the Germans in aeroplane operations. The Germans have a very good machine in the taube, but it does not compare with the French machines. The English, notwithstanding they were supposed to be ahead of other nations at the outset of the war, have fallen far behind.

No one will presume to assert any longer that the aeroplane is not one of the most important instruments of warfare, if not the most important. It is yet in its infancy, however, and I look for remarkable developments even before the European struggle is ended. The battles in the air have shown that for offense and defense the biplane is the most valuable; in fact, it is the only machine for this work. For mapping purposes the monoplane is preferable to the biplane, but it is too light a machine for combat.

SUEZ CANAL and PORT SAID

PORT Said, situated at the northern entrance to the Suez canal, has, by force of many circumstances, become one of the most important outposts of the vast British empire, says a bulletin of the National Geographic society. It is the British storehouse in the Levantine world; it is a British arsenal and troop station of rank; it is the base for defense of the all-important route to India and for offense against the Mediterranean and Red sea flanks of the Turks.

A pioneer city in the ancient East; one entirely the product of modern times, without traditions, customs, or properties; a heterogeneous, undefinable city of sweaty toil, gigantic business, of all races and of all the outcasts, Port Said has been a highly interesting phenomenon since its birth. It early earned a world-wide reputation for wickedness, beside which the modest fame of the western mining camp seems to merge into the mild and conventional. The most undesirable elements in the eastern and Levantine nations met, mingled and made life one excitement after another at Port Said. And the damp of the climate, the incessant clatter of shipping, the drear scenery, the never-ending coaling operations and the often fierce heat have combined to give the town a renown of a most unenviable sort.

Not So Wicked in Later Years. The English, however, have steadily dampened the ardorous excesses of the busy, modern Babel; and, with the extensive harbor improvements of 1903-1909, with the addition of a large cotton export to the town's activities, and with the building of a standard-gauge railroad to Cairo, a better class of people have sought new interests in Port Said. Thus, with the increasing of the port's commercial possibilities and the coming of the merchants, the place has been considerably raised in the social scale and lowered in the scale of lurid interest.

The port city was founded in 1859, and its site was determined by the needs of the great canal. It lies on a low, narrow, desolate strip of sand that separates the Mediterranean from Lake Menzaleh. It is on the western side of the canal. The harbors of the port, improved by splendid modern

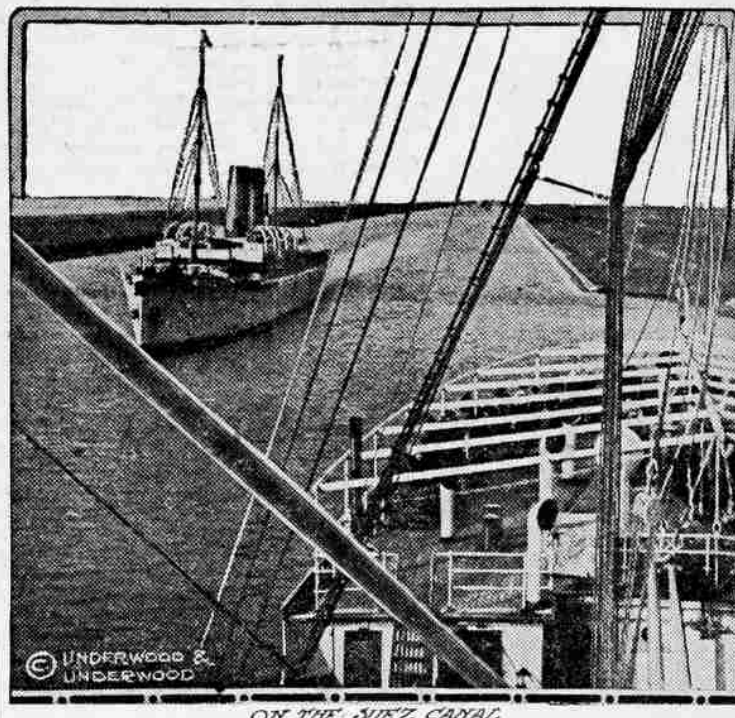
hinterland. It is just ten years old and is one of the great latter-day achievements toward the reclaiming of the Dark Continent for the white man and civilization. More than this, however, it is a strategic link in the British empire, fitted so well into the chain that today it is one of the most important factors in the defense of Egypt's back door.

Port Soudan is a brand new harbor, planned in all the details of its construction and outfitting, and then builded as a whole. It was a successful port from the first, and it is now better prepared to handle a mad rush of war business than most of the ports in the middle East. Through this port, should it be necessary for the defense of lower Egypt, Great Britain might pour all of the strength of her Indian empire without any such fear of a traffic jam as that realized by munitions import at Vladivostok. Army supplies and troops might be handled in any quantity there, the most modern port on the Red sea.

A railway line connects the port with the Wady Halfa on the Nile, whence, by steamer and rail, it is connected with Cairo and the ports of lower Egypt. The railway was opened in 1906 and the stimulus that it brought to the country went a long way toward justifying British confidence in the future of the Soudan. The railway has a terminus also at Port Suakin, a less suitable harbor a little to the south of the made-to-contract city.

On a Barren, Hot Plain. Mecca, the holy city of the Mohammedan world, lies a little to the north across the Red sea from Port Soudan. The port is 700 miles by boat south of Suez, the southern terminus of the great canal, and 495 miles by rail northeast of Khartoum. It is situated in an arid plain, backed by a fringe of hills and barren save for mimosa thorns. The climate is very hot and damp, full of fever-danger for the European, and this has proved the greatest drawback for the city.

Soudan was planned in 1905. Its laying out and equipping went forward steadily until 1907, by which time the government had spent more than \$4,500,000 on the town and harbor works. Commodious docks, outfitted with electric cranes and other up-to-date harbor



ON THE SUEZ CANAL

works, are safe and commodious. Port Said is rated as the largest coaling station in the world, and it is one of the world's important depots for all manner of maritime supplies. The population of the city is about 50,000, including representatives of every race and individuals representing all races at once.

Port Soudan Also Is New. Another interesting city of the near East is Port Soudan, which was built to contract under a capable military administration and designed to meet all the requirements of a great future trade brought about by the development of the primitive Central African

WICKEDEST SPOT IN AMERICA

Last Stand for Gamblers, Gunmen and Desperadoes Is Tia Juana, in Mexico.

Many visitors to the recent exhibitions in California who stopped in San Diego also took a look at Tia Juana, Mexico, a little group of one-story shacks, canvas walled and scenery fronted, that lay spraddled out in the broiling hot sun just far enough from the line to escape the legal restrictions of California and the United States government.

Tia Juana probably was—and is—the wickedest spot on the American continent, a sort of a last stand of the "gunmen," sure-thinking gamblers, "honk-a-tonk" keepers and just plain desperadoes, who have been run out of all other sections of the West. Opium smuggling, gun running, conducting saloons with "win proof" gambling houses attached, hippodrome bull fights, in which the tourist was

separated from \$3 for the privilege of seeing a fat bull bled to death, were some of the manifold activities of the place. The only person supposed to have a legitimate place of business in the town was a Chinaman, who conducted a laundry, and he was restored to the esteem of his fellow citizens when it was discovered that the laundry merely was a mask for an opium joint.

Difference of Opinion.

"Pa, mother says you are 'one of the boys.'"
"Er—yes, son. She means I'm still youthful."
"That's funny, pa."
"Why?"
"Grandma says it's because you are full of the 'old Adam.'"

Tame Wild Silkworms.

A great supply of cheap raw silk is predicted on the announcement that the wild silkworm of Africa has been successfully tamed.

WHEN LOOKING FOR GAS LEAK

Some Safety Rules Which May Do Away With Necessity of Engaging Services of Undertaker.

Here is a set of standard instructions for persons who notice gas in their rooms:

If the smell of gas is strong, first ventilate the room.

Then examine the keys to the fixtures, stove or other appliances. One of them may be partly open.

If a fixture or connection is broken be sure your windows are raised; then go to the nearest phone and notify the gas company.

After notification try to putty up the leak or close it with any substance that will make an effective plug.

Never look for a leak with a match or any flame, lantern or lamp.

If you find a person overcome by the gas, throw up the windows, drag the unconscious one to the open air and then telephone a physician.

After telephoning the physician, telephone the gas company and tell of the accident. Most companies now own pulmotors. It is an appliance for pumping gas out of a person's lungs and injecting pure air in its stead. This is an invaluable aid to the doctor.

The Missing Remnant.

A certain Lancashire town boasts a full brass band, including a big drum. The drummer, according to the *Tatler*, is about five feet high and rather deaf, but he thinks nobly of his importance to the band. When the band parades, it always takes the same course through the main streets; but the other day the leader, for some purpose known only to himself, turned down a bystreet. The little drummer did not see what was happening in front of him, for to compensate for his lack of height he holds his drum high before him. So with his gaze concentrated on his music he banged away, and marched straight ahead, as usual. About five minutes afterward he finished his part, and hearing no other instruments, he stopped. Part of the crowd had accompanied him, and they gave him a cheer. But he was ill at ease. He shoved his drum to one side and gazed ahead; then on the other, and did likewise. But he saw no band. Then, in uneasy astonishment, he turned to the smiling bystanders and inquired: "Heigh! Has any o' you seen the remnant o' a band anywhere about 'ere?"

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A Scholar in Bed.

"An amusing glimpse of the famous statesman is given by Mr. John Murray of the famous publishing house, which has issued many of Mr. Gladstone's writings and speeches. 'The last time I was at Mr. Gladstone's house,' says Mr. Murray, 'I had breakfast early and alone, as I was going to Scotland. When I had finished I was told that Mr. Gladstone did not know that I was leaving so early, and that he wanted to have another talk with me. I went to his bedroom—a very large room with a double bed in it. Mrs. Gladstone was in her dressing room. Gladstone was dressed in a nightgown with a brown shawl round him. He was lying flat on his face, his head at the foot of the bed and his feet on the pillows. In one hand he held a cup of coffee, and there was a book in the other. I shall never forget that interview, and the comicality of the great lion head popping up as I went towards him.'"

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