Care of London's Statues Stirs Public Opinion

Jet Black "Queen Elizabeth" Revives Controversy Over Who Shall Scrub Monuments

London—The old question of the responsibility for the washing of London's statues has come up again, this time in connecton with the statue of Queen Elizabeth in the porch of St. Dunstan's-in-the-West, Fleet Street. Of the 200 statues of men and the fifteen statues of women in the London area, this is the only statue of England's great queen. Once it adorned the old Ludgate at the foot of Ludgate Hill, and, since it was carved from white marble, it was presumably once white Ever since it was removed to St. Dunstan's, however, it has been jet black.

The London County Council, the Office of Works and the City Corporation alike disclaim responsibility. It is true that the weather this Winter has been giving a daily dousing to all the outdoor statues in London, but in Queen Elizabeth's case this apparently is far from enough.

The same question has occurred before in connection with the statue of William Pitt in Hanover Square. Nobody seems to know whether the County Council, the Office of Works or the descendants of Pitt are the responsible persons. The same question might also be asked concerning Milton in St. Giles's churchyard, Cripplegate. He was pure and white when he was put up in 1904, but in 1928 he is streaked with rich London brown and black. Who washes him? The status of Sir Henry Irving behind the National Gallery has also achieved notoriety for its dirt. In fact, it was once the subject of a question in the House of Commons, and the Office of Works replied that the reason some London statues were clean was that they belonged to the Office of Works, the dirty ones presumably being those abandoned to the tender mercies of the London County Council and the borough councils. In this case the Irving statue is believed to be either under the L. C. C. or the Westminster Council, while the Nurse Cavell statue near by, the shiniest and cleanest statue in all of outdoor London, is known to be under the Office of Works.

It is apparently true that there are statues here and there in London whose ownership is difficult to trace and for whose upkeep nobody seems to be responsible. The best known statues in outdoor London are under the care of the Office of Works, which took them over under the Public Statues act of 1854, with a list of those for which it would in the future be responsible. The act also provided that the owners of any statues not included in the list could transfer them to the Office of Works with the consent of the Treasury, and that for the future no public statue could be erected without the consent of the Office of Works.

Only fifteen statues were in the original list, but the Office of Works is now responsible for about fifty statues in London alone, among them being those in Parliament Square and Trafalgar Square (including Nelson's Column) and the Duke of York's Column, to whose cost every soldier in the British Army contributed before its completion in 1834.

The L. C. C. is responsible for most of the memorials along the Embankment, including Cleopatra's Needle and the Belgian group. It is also responsible for the Gladstone statue in the Strand. The Victoria Memorial in front of Buckingham Palace is under the Office of Works and so is the statue of William III in St. James's Square, whose ownership remained doubtful until the residents around the square took the matter into heir own hands and asked he Office of Works to take charge of it.

Farm Notes

Care of Breeding Turkeys.

To get turkeys laying at the proper season requires experience. It is important to know just when to begin feeding for egg production. According to a Dominion Department of Agriculture bulletin on the Care and Management of Turkeys forcing for laying should be begun as soon as the weather becomes really springlike and laying should commence about the middle of April in Eastern Canada and somewhat sooner in the West, especially in British Columbia. Eggs laid too early have to be held too long before setting.

When the spring feeding starts the breeding turkeys should be given grain twice daily, morning and evening, and at noon a feed of wet mash composed of equal parts of bran, shorts, ground oats and cornmeal with sour skim-milk to moisten. Only the quantity that the birds will clean up readily should be given at each feeding. The noon mash should be started about a week later than the extra feed of grain. It is assumed that the turkeys have received only one feed of grain daily during the winter. Grit and oyster shell should, of course, always be provided.

Rations for Big Egg Yields.

Some excellent egg-laying records have been made at the Lethbridge, Alberta, Experimental Station. A record of three hundred eggs was made by one hen, while twenty-seven produced two hundred and fifty eggs or more, and one hundred and four exceeded two hundred eggs in the year. To obtain such records it was necessary to follow a very careful system of feeding. The winter scratch ration was made up of two parts of wheat and one part each of cracked corn and crushed oats. A very small portion of this feed was thrown in the litter in the morning to start the birds exercising. The balance of the scratch feed was given about one hour previous to the birds going to roost. A dry mash which was available to the birds at all times, was composed of equal parts of bran, shorts, wheat, middlings, corn meal, oat chop, and meat meal, with a very little fine salt and charcoal added. The birds were also fed a moist noon meal consisting of a crumbly mash made with the same ingredients as the dry mash, with the meat meal, salt and charcoal omitted. This noon meal was omitted on occasional days according to the judgment of the feeder, who aimed at all times to keep the appetites of the birds keen. The flock was also given green feed, such as cabbage, alfalfa, mangels, turnips, beets, and sugar beets. With the arrival of spring growth the birds had the liberty of the runways that had been seeded with a mixture of wheat, barley and oats. The Report for 1926, available at the Publications Branch, Department of Agriculture, Ottawa, further states that the summer scratch feed was changed gradually to five parts wheat to one each of cracked corn and crushed oats.

Guidance in Planting Street Trees.

During the hour of free discussion provided in the programme of the Convention of the Ontario Horticultural Association recently held in Toronto, the subject of street trees and their care received considerable attention Speaker after speaker rose i nhis place and made observations on the subject as it related to his particular district. It was generally agreed that both towns and cities are suffering from an over abundance of street trees. Both in urban and rural parts the opinion prevails that planters have been ever generous in providing the sapling and in setting them in the ground. In the rural districts the view of the landscape is in many cases almost cut off, while in the towns and cities and even i nthe villages, bordering shrubbery and flowers are impossible to grow. For rural planting the Ontario Highway Commission was commended for their wise spacing of roadside trees at seventy-five feet. At the conclusion of the discussion the Association unanimously accepted a resolution that is expected to put the Association in a position to give guidance to tree planters on streets and highways. Following is the resolutions:

WHEREAS the street trees in most urban districts have been planted without regard to their ultimate influence on general beautification ,and

WHEREAS civic authorities appear to need guidance in framing policies to govern the planting and care of street trees,

BE IT RESOLVED that the Ontario Horticultural Association appoint a committee to prepare recommendations on,

(a) Minimum planting distance;

(b) Desirable and undesirable varieties;

(c) Principles to be followed in trimming or pruning, and

(d) Policies for the removal of superfluous trees.

The recommendations to be approved by the Association at the 1929 annual convention and sent to all Horticultural Societies' Secretaries, urban municipalities and other organizations interested in urban beautification, and the press.

And that this committee consist of H. J. Moore, Secretary in Horticulture, Chairman; C. J. Symons, President of the Belleville Horticultural Society; J. B. Spencer, Ottawa; S. B. McCready, Toronto; and Professor A. H. Tomlinson, Ontario Agricultural College, Guelph.

Egg Hatching.

At the Experimental Farm at Agassiz, B.C., where so many world's records were made with high producing hens in 1926, some interesting hatching results were obtained in the spring of last year. They are detailed in the latest report of the superintendent, available at the Publications Branch of the Department of Agriculture at Ottawa, and, of course, apply mainly to conditions in British Columbia. Hatching commenced towards the end of February and was continued to the end of April. The percentage of fertility during March was 81.2 and in April 81.6. Of the total eggs set during March 41.6 per cent. hatched as compared with 41.4 per cent .in April. Of the fertile eggs March recorded a 45.6 per cent hatch compared with a 50.5 per centt. hatch in April. Hen eggs were 82 per cent. fertile against a fertility of 72 per cent in pullet eggs. The number of chicks alive when wing-banded was 83.6 per cent. from hen eggs and 83.1 per cent. pullet eggs.

Influence of Clover on Crop Yields.

At the Central Experimental Farm tests were made to determine in a practical way the value of ploughing down clover as measured by the resulting increase in crop yields. An account of the experiments is given in a new bulletin on Manures and Fertilizers available at the Publications Branch, Department of Agriculture, Ottawa. Clover was sown in the spring with wheat, barley and oats at the rate of 10 pounds per acre. On the check plots the grain was sown without clover. When the crop of the following year was to be grain the plots were ploughed about the middle of October, but when corn or potatoes were to be grown the ploughing was done in the spring sometime after the middle of May when the clover had made a heavy growth.

The results in the case of grain showed that ploughing down the clover in the fall caused a remarkable increase in the yield of grain and straw for two succeeding crops. The increases for potatoes and corn when the clover was ploughed down in May, while not so pronounced as for grain, were quite large.—Issued by the Director of Publicity, Dominion Department of Agriculture, Ottawa.

Bird's Speed Seen as Due to Wings' Upstroke

Observer Indorses Views Held by Another Investigator After Studying Feathers; Act as Valves in Flight

Like Airplane Propeller Machine Is Able to Generate More Power and Thus Attain Greater Flying Speed

An article published in "The Rochester (N.Y.) Democrat and Chronicle" on the flight of birds, writes Edmond Redmond to that newspaper, reminds me of observations conducted for a long period under favorable conditions on the same topic. Experiments under the management of the British government with the humming bird to discover the secret of that bird's power to hover in the air without moving from the spot, have been admitted resulting in complete failure to master the secret, as the investigators found the speed of the bird's wings was too rapid for recording by the optical instrument which tells when the wings are moving 300 times in a second. But a more powerful glass is to be tried in hope that the mystery may be mastered.

An American investigator, George R. White, who is working on the subject of flight, has recently announced his belief that birds propel themselves forward in the air by the upward stroke of their wings.

This opinion has awakened much interest among observers who have been giving serious consideration to the problem, and has led to a line of investigation that may result in important progress toward the result for which so many are striving—the mystery of birds' flight.

Without any of the mechanical appliances and means with which investigatotrs under governmental control carry on their work with the birds, I have exercised my eyes on a thousand feathered subjects ranging in size from the wild goose to the humming bird, with countless intermediary units that are masters of aviation, including the long-winged gray plover and the short-winged quail. The plover nests within the Arctic Circle and passes the winter in South America; the quail nests in the temperate zone and is not inclined to go more than a mile for mits native field.

My observations on birds tend to confirm the opinion of White, that the upward stroke of the bird's wing assists to move it forward in the air. This view is based on the fact that the feathers in the wings are of such conformation that they automatically assume attitudes in flight that give the bird a point of resistance against which it can press the wing back and so get a falcrum, as it were, from which to move forward.

Examination of the master feathers of a bird's wing will show the web on one edge of the feather to be much longer, measured from the shaft, than that on the opposite edge. This formation of the feather seems to be a provision of nature whereby the wing operates as a combination of valves to open and shut as the wing moves up or down. When the bird launches itself into the air for a flight the wings aré spread to give a bearing surface on the air beneath the wing.

The web on the lower edge of the feather rests against the shaft fo the feather above it and, being sustained by the shaft, forms a cloud valve through which the air cannot pass when pressed by the wing in its downward sweep. The air under the wing then becomes momentarily sustaining to the bird and prevents it from falling, for the stroke of the wing is so rapid that the air under it has not time to move away before the wing has imparted its impulse and reacted to support the bird in flight.

The onward motion of the bird which it obtains from the upward stroke of the wing, seems to be derived from the flexibility of the web on the lower half of the feather. The upstrokes of the distended wing tend to bind the web at an angle with the shaft, and the curve in the web affords a certain resistance to the air behind the bird, which necessarily moves in the direction of least resistance; that is, forward.

The action of the bird's wing is a succession of valve-like motions that open and close to let air through at one stage and shut off the air from passage at another point. Even birds which see mto be endowed by nature with wings of slowest motion, when observed are found to move the wings with celerity surprising to a person who tries to reckon wing strokes.

Casual observation of the gull and crow, the large birds most likely to come in view during the winter in this latitude, will confirm this elementary fact in aviation.

The propeller o fan aeroplane presses against the air in forward progress very much as the web of feathers in a bird's wing impringe when it is flying, and the result is practically the same, for the bird or machine is moved onward by the pressure of wings or propeller wheel against the air.

As more force is applied by the engine than it is in the power of any bird to exert, the airplane easily moves through space faster than a bird, but both of them depend for progress on the inability of the air to move away from wing of bird or blade of the propeller before motion is imparted to the source of power, be it gasoline engine or bird's muscle.

This seems to be the solution of the mystery that has long clouded the function of flight by birds. The fact that the feathers in a wing on which flight depends are sustained at only one end, leaving the outer end free to yield a little, has an effect to conform the ying in contact with the air into lines corresponding with the rigid surface of the airplane's propeller, so that a forward motion is given by the bent feathers in the down sweep of the wing as well as by the upward stroke.

Experiments along these lines may result in bringing the helicopter to a more efficient state than it has yet attained, a consummation to be wished. It would dispense with the long run required to get the airplane into the air and probably would lead to other important results in this infant industry—now, as it were, but in the nurse's arms.

Soviet Plans New Railroads To Tap Interior of Asia

Russian Lines in Operation Now Exceed the Pre-War Total, But Freight Carried Is Much Less

The efforts of Soviet Russia to be counted among the big railroading countries of the world are set forth in a recent publication by the New York Central Lines. Before the World War Russia had 42,500 miles of railway in operation. She was just then entering upon a railway-building era. But the war interrupted the program, and before peace was established a quarter of the trackage had been destroyed, including nearly 8,000 railway bridges. By 1921 only a few hundred serviceable locomotives were left. Freight cars had been commandeered for homes or split up into firewood. The cushion covers from passenger cars were worn on men's backs and the seats were used as household chairs.

Recently, however, the mileage has been increased to 450 miles past the 1914 figure. Eight new short lines have been laid, and work has begun on plans for opening up new territory. A few American locomotives have been bought as models, and delegations are being sent frequently to the United States to study operation methods.

The Diesel electric engine has appeared, and two new bridge-building plants are projected. Half Russia's old bridges will have to be replaced within the next five years, it is calculated.

Siberia is the scene of most of the new constructon work. One line on which work is progressing in Southern Siberia, largely for the purpose of tapping mineral resources, will run 1,250 miles. Another line, to connect Semipalatinsk, in the heart of Asia, with Tashkent in Turkestan, is intended to open up regions where no people except wild tribes now live and to bring cheap grain from Siberia to the cotton belt of Turkestan, with the design of so developing the cotton industry. Thirty miles of this line were laid last Summer and sixty in the Fall.

Russia has also shown a tendency to bid for more passenger traffic by advertising the cheapest and quickest route from Europe to China, offering one train a week over the Trans-Siberian line, making the journey from Paris to Vladivostock in thirteen days. This train's run from Moscow to Vladivostock has been reduced forty-eight hours in the last two years.

The 1,000,000 men now employed on Russian railways represent almost a 50 per cent. increase since 1913. A great many more passengers are recorded, too, the 184,000,000 total for 1913 increasing to 211,000,000 in 1924-25 and to 262,000,000 last year. Freight topnage(on the other hand continue much below the 1913 figure.) It took 33,000 freight cars a day to handle 156,900,000 tons in 1913, whereas last year 27,489 were used daily to handle 66,900,000 tons.

Too Many Don'ts Spoil the Child

That is Scientists' Warning to American Parents

Chicago—The word "don't" is one of the most harmful in the language to say to a child, scientists said recently.

The less he hears "don't" the better will his character develop. A parent who continually thunders the word at his young son may expect to find him, at the long trouser stage, a weak, spineless youth facing life with little more than a big collection of inhibitions.

"Let him find his mistakes by himself," is the formula that Dr. William Kilpatrick of Teachers College, Columbia University, offers to parents who would rear their children to become "men of destiny."

Speaking before the midwest conference on character development, Dr. Kilpatrick urged parents to let their children begin facing the battles of life at an earlier age.

"It won't do the growing boy any good to tell him not to fight with other boys in the strees," he explained. "Let him scrap; let him get licked—and he will exercise more caution in choosing his next adversary. Each time you say don't, you are pushing him a step nearer to namby-pambyism."

"A baby, no matter how small, doesn't have to be told not to put its hand on a hot stove, once it has been burned," he pointed out. "It is all right to warn a child o the consequences are apt to be disastrous; but in most cases it cannot learn to appreciate danger except by dipping its finger into it."

Dainty Fish Dishes

Even those housewives whom time has innured to the general wail that arises every Friday do not scorn a new way to prepare the same old fish. And those who still dread the approach of fish day welcome it.

Here are some recipes that have been tried out in the "Delineator" Home Institute and found decidedly worthwhile:

Spencer Fillet of Sole.

"Dip one pound of fish fillets in one-half cup of milk, which has been seasoned with one-half tablespoon salt, and then into one cup bread crumbs. Place on a greased baking sheet and sprinkle with two tablespoons olive oil. Bake in a very hot oven, 600 degrees, for ten minutes. Serve with lemon butter cups, made by creaming four tablespoons butter, adding four teaspoons lemon juice slowly, and when wel mixed stirring in two teaspoons minced parsley. Chill and serve in lemon cups. These cups can be made by removing the pulp from small halves of lemons and cutting the ends to make them stand.

Curried Fish Slices.

"Mix one teaspoon curry powder, one-half teaspoon salt, one-quarter paprika, and two small onions minced with two tablespoons butter and spread over one pound of fish steak in a baking fish. Add fish stock or water to half cover the fish, with a bay leaf and one tablespoon vinegar. Bake at 450 degrees, basting often.

Clams Velonte.

"Melt three tablespoons butter, add one sliced onion, one tablespoon minced parsley and four teaspoons flour; when smooth stir in one-half cup cream and cook until smooth and creamy. When ready to serve add one teaspoon Worcestershire sauce, one-quarter cup clam juice and one and one-half dozen steamed clams and heat. Serve with buttered toast sticks."

Ski Line View of Canadian Metropolis

Montreal, Metropolis of the Dominion of Canada, is so fortunate as to possess a great natural playground in the heart of the city so that it is but a few steps from the everyday matter-of-fact world of trade and commerce into sylvan retreats. Mount Royal possesses attractions in every season of the year and for every age. In winter time it affords numerous paths for the ski enthusiasts, providing level ways for the leisurely and swift runs for those who want thrills. Mount Royal has the further distinction of being forbidden to the automobile at all times. From the point where the camera man has found the ski pair resting a wide view of the city and the sourrounding district is obtainable. Manufacturing plants vie with the spires and just to the left of the middle distance the fame of Notre Dame contrasts with a vast grain elevator. At the right may be seen the great Victoria Jubilee Bridge connecting the Island of Montreal with the South shore, crossing the St. Lawrence now covered with its winter mantle of ice and snow.—(Canadian National Railways photograph).

Spring Hats Are Varied

Indications of Spring styles in millinery, as seen in the early offerings for the Southern resorts, have crystalized into modes that are now being accepted in this market by the general trade. Basic fabrics remain the same as those of the resort lines, as do other materials which, in previous seasons, would have fallen into the category of trimmings. This season, through artistic manipulation, they have become an integral part of the hat.

There is word from Paris that cellophane has already passed the crest of its popularity in millinery, probably due to its exploitation there in other forms. This will not necessarily affect American offerings, according to a bulletin prepared for the Rettail Millinery Association of America by Mme. Zayda BenYusuf, its fashion director. The high lustre of the material is of considerable style value in combination with felt or dull-surface straws.

"Irregular brims continue to show new intracacies," the bulletin goes on. "Both narrow and medium brims are frequently wired. Brimless hats have assumed new interest through novel treatment. Ear tabs continue in popularity. However, they have lost their angularity, especially in the case of flower toques. Both interesting and new is the melon-shaped toque, which is worked out in wide, high-lustre straw braid and other materials.

"There appears to be some consumer hesitation in accepting the nose veil, the tiny net eye veil being more readily taken up. So far these have been exclusive offerings, but they hold a hint of general popularity for this Autumn."