Editor Forsees When Leisure Time Will Be World's Chief Problem

Columbus, Ohio.—Joy Elmer Morgan, editor of the Journal of the National Education Association, advises United States educators to prepare the public for the time when the average working day will be just four hours long.

In a recent address to a departmental meeting of the association's annual convention, Morgan said the rapid rate of replacement of men by machines makes it reasonable to believe that the working week gradually will be shortened.

By 1960 men and women probably will be working the equivalent of five four hour days, he said. He based this statement on the assumption that machine replacement of men will clip an hour off the working day each year.

The problem for the educator, he said, is to teach the public how to use all the leisure time it will have on its hands.

Tasty Recipes

Beef Gravy (for Poultry, Game, etc.)

Ingredients: 1 pint of cold water, ½ lb. of lean beef, salt and pepper. Method: Cut the beef into small pieces, put it with the water into a stewpan, or earthenware stewjar, and cook slowly for about or 4 hours. Strain, season, and use as required. Time: About 3 or 4 hours. Quantity: About ¾ pint.

Brown Gravy (for Roast Meat, etc.)

Ingredients: 1½ pints of water, ½ lb. of neck or shin of beef, ½ oz. of butter, ½ oz. of sweet dripping, ¼ oz. of flour, ½ a medium-sized onion, 1 very small slice of lean bacon, or a few trimmings of lean ham or bacon, salt and pepper, 1 clove, if liked. Method: Cut the meat and bacon into small pieces, slice the onion, melt the dripping in a stew-pan, put in the meat, bacon, and onion, and fry till brown. Add the water, salt and pepper, and clove, cook slowly for about 3 or 4 hours, and strain. Melt the butter in a stewpan, stir in the flour, and cook for a few minutes. Add the gravy, stir until it boils, skim, simmer for about 10 minutes, and use as required. Time: From 3½ hours to 4½ hours. Quantity: About ½ pint.

Braised Onions

Ingredients: 4 medium-sized Spanish onions, 2 oz. butter or fat, about ½ pint of stock and a good seasoning of salt and pepper. Method: Peel the onions, heat the fat in a saucepan, put in the onions and fry to a golden brown without burning, pour off the fat, add stock and season to taste. Cover with a greased paper and place on a tight-fitting lid. Cook gently for about 3 hours either over a fire or else in a moderately heated oven until quite tender. Serve in a hot vegetable dish with the stock in which the onions were cooked reduced a little. This should be free from fat. Time: About 3 hours. Sufficient for 3 or 4 persons.

Dried Onions

Ingredients: Spanish onions, cooking fat and seasoning. Method: Peel and slice the onions, heat a little fat in a frying pan and when quite hot put in the onions and fry them until they acquire a pale brown color, stir or shake the onions occasionally whilst frying. Add seasoning to taste. Sufficient fat must be used to prevent the onions from burning. Cook slowly until quite tender for about 15 or 20 minutes. Serve on a hot dish.

Favorite Broth

Ingredients: 1 small tablespoonful of sago, 1 teaspoonful of good meat or vegetable extract, yolk of an egg (optional), boiling water, pepper and salt. Method: Boil the sago in a very little water till clear. Dissolve the meat or vegetable extract in a cup of boiling water. Strain the cooked sago into the made broth, season to taste and, if liked, stir in the yolk of an egg. Time: About 10 minutes. Sufficient for one person.

Almond Paste

Ingredients: 4 oz. of ground almonds, 6 oz. of loaf sugar, 1 white of egg, lemon-juice. Method: Put the sugar, with 1 tablespoonful of water, and a teaspoonful of lemon-juice into a stewpan, bring to the boil, skim well, and boil to 237 degrees Fahrenheit. Pour the syrup on the ground almonds, add about half the white of egg, mix well together and use as required. Time: About 10 minutes. Sufficient for one small cake.

Giblet Soup

Ingredients: The giblets of a goose, turkey, ducks, or chickens; to 1 set allow 1 lb. of lean beef and 3 pints of stock or 2½ pints of water, ½ carrot, 1 small onion, 1 strip of celery, a bouquet-garni (parsley, thyme, bay-leaf), 1 oz. of butter or good fat, 1 dessert-spoonful of flour, ½ glass of sherry (optional), salt, pepper, 1 tablespoonful of macaroni cooked and cut across into tiny rings. Method: Skin the gizzard, scald and skin the feet, wash the neck and liver, dry and cut into small pieces. Melt the butter or fat and fry the giblets, heat and sliced vegetables until brown, then add the stock, herbs, salt and pepper, and when boiling skim well. Cook gently for about 2 hours, then strain and return to the stew-pan. When boiling add the sherry (if used), and mix the flour smoothly together with a little water, add to the soup and boil for about 5 minutes. Then add the macaroni and any necessary seasoning, simmer for a few minutes longer, and serve. Time: From 2¾ to 3 hours. Sufficient for five or six persons.

Minced Liver

These sandwiches make an interesting addition to the picnic basket, and this is how you make them. Put half a pound of cooked liver (sheep's liver is best) through a mincing machine. Mix it with half a teacupful of grated raw carrot, and knead to a smooth paste with liver stock. The liver may have been boiled or fried, according to whether you are using left-overs from breakfast or new meat. If you have no stock, skim the cream from the milk and use that. Add pepper and salt to taste and spread between slices of buttered brown bread.

Sardine and Apple

Another tasty filling is sardine and apple. Butter the requisite number of slices of bread and on half of them place a split, boned sardine. Cover with a thin slice of raw apple dipped in mayonnaise dressing, and close the sandwich. Bread for sandwiches that are to be really appetizing should be cut thin and evenly, and have the crusts removed before being buttered. These can then be used for soup croquettes, pastry weights, and other cooking purposes. Cut the sandwiches into small squares or triangles. If green salad is being used as a filling, it should be well dried first, otherwise the water will soak into the bread and ruin the sandwich.

Future Generation Will Live Longer

Middle-aged Man of To-day Has Less Chance of Surviving Disease

New York.—The middle-aged man who sits back in his easy chair with the satisfying thought that science promises him twenty more years of life than it did two generations ago to his grandparents was warned by the Milbank Memorial Fund recently that such a sense of security is unwarranted, as the increased span applies not to himself but to his children.

A baby born now may expect to live two decades longer than if he had been born in 1870, but his father to-day hasn't even as good a chance of living to three score and ten as he had only ten years ago, in 1920. The Milbank organization for the first time has based its work on the death registration figures obtained from the 1920 and 1930 censuses.

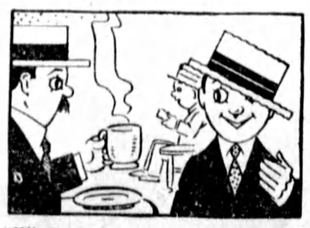
And after finishing its studies the Milbank unit labels the increase in death rate among the middle-aged of this machine age as "alarming." Between 1921 and 1927 the passing on of men between thirty-five and forty-four increased 12.5 per cent.; of men between forty-five and fifty-four, 13.5 per cent. The mortality among women of the first ages decreased 4 per cent. during the period, but among the latter ages it increased materially.

Both men and women of middle age to-day have less chance to survive attacks of the heart and to escape accidents, and they are now making a poor showing against against cancer, nephritis and diabetes at the older ages, while men are less able to combat pneumonia.

Between the ages of twenty-five and thirty-four, from 1921 to 1927, the increase of death from heart disease increased 15 per cent.; for men between thirty-five and forty-four it jumped 40 per cent.; for women the increases were 5.3 per cent. and 10.6 per cent. The cancer rate increased 17 per cent. among men during the period and 11 per cent. among the women.

The most significant unfavorable change was in the age group between sixty-five and seventy-four, which rose nearly 26 per cent. for men and nearly 19 per cent. for women.

About the only encouraging facts found by the report were in the cases of tuberculosis and apoplexy, deaths from which are on the decrease. Many of the middle-aged person's troubles are constitutional and are not diagnosed in time, and as a result the Milbank Fund reports that its studies tend to give support to the advocates of periodic health examination.



"Where are you going to spend your vacation?"

"On a farm."

"Mosquitoes, hall bedroom, skimmed milk and all that sort of thing, I suppose?"

"No, this farm isn't a comic weekly farm; it is away out in the country."

"Are the fish biting?" "If they are," replied the weary angler, "they're biting each other."

The Princes' Gates at the Canadian National Exhibition, Toronto, cost $160,000.

TITAN SALUTES TITAN

R-100, the world's greatest airship, passes over the Quebec Bridge on its way up the historic St. Lawrence to Montreal. The daring imagination and skill of man has conceived nothing mightier than these two feats, the gigantic dirigible and one of the largest and most spectacular pieces of engineering in the world. Transatlantic liners pass easily under the bridge, which links the Canadian National Railways lines on the south shore of the St. Lawrence with those on the north shore, but the R-100 was one that went overhead.

Duke's Ideal Of Camp Realized

Brought Together on Terms of Equality and Simple Comradeship

"Nearly four thousand boys have taken part in it; many hundreds of firms have been associated with the weeks' life at New Romney; hardly a public school remains unrepresented and through the publicity given to the venture by the B.B.C. and the Press, many millions are aware of the fact of the Camp, but many still ask the question: 'What is its purpose?' or that far more complex query: 'Do they mix'?" so writes Mr. Robert R. Hyde in The Camp Book (Benn), in which he tells the story of the camp suggested by H.R.H. the Duke of York.

It is nearly ten years," says Mr. Hyde, "since the Duke of York conceived the idea of bringing together on terms of equality and in simple comradeship boys from the public schools and workshops of the country.

"The sections are composed of an equal number of public school and industrial boys, but beyond that division no attempt is made either to segregate or mix the two elements.

"Personal invitations were sent from the Duke of York to the schools and firms concerned, and within a few days the hazardous adventure was well under way."

As to what the camp does Mr. Hyde says:

"On the return of the industrial boys to one of the storm centres of the country they were asked to meet a group of extremists. They said to the boys: 'We want to know all about that Camp. What lectures did you have?'

"The boys, somewhat taken aback, replied: 'We had no lectures.'

"'Didn't they talk to you about economics and things like that?'

"'No,' said the boys, 'we had no lectures at all.'

"'Then what did you do all day?' said their questioners.

"'We played and ate and bathed.'

"This is all we do at Camp, and these boys found it as hard to describe its real significance as any other of us.

"Camp, as we know it," adds Mr. Hyde, "is even more a will-o'-the-wisp than the 'Public School Spirit.' The result has always been the same, the visitors have been filled with enthusiasm for the experiment.

"We have never attempted seriously to answer the questions, 'Do they mix?' and 'What are the results?' for Camp itself is the only reply. To analyze, tabulate, sift, investigate would be too hideously artificial, and would but land us on a slippery slope. When the analytical motive dominates, it is almost impossible to avoid the temptation to play for results. Every effort would be strained to promote good fellowship, and Camp would simply develop into an orgy of 'gladhanding.'

"And so it has always proved; the Camp tells its own story."

Million Words About R-100

Montreal—It took nearly a million words to tell the world at large of the arrival of the R-100.

Officials of the telegraph and cable companies estimated that since July 31st until noon Aug. 2nd, somewhere in the vicinity of 850,000 words sent out from the typewriters and pencils of the army of newspapermen here to "cover" the history making event and the "story" was flashed to every civilized country in the world.

Telegraph operators worked all night under driving pressure and cables to the Old World were also kept humming with the news sent out by some 200 newspapermen and syndicate writers.

Length of R-100 is 700 Feet

A strange little error regarding the length of the British dirigible R-100 came to light recently.

Newspaper and other reports have constantly given the ship's length at 709 feet. This is not so, the Canadian Press learned. The R-100's tail was a trifle too long when she was first constructed, and nine feet were amputated. This makes the ship's overall length exactly 700 feet.

Shrink the Cotton

When making voile frocks wash the material through clear water before the dress is cut, and hang out to dry, wringing wet. By so doing you will avoid the disappointment of finding a pretty frock spoiled by shrinking after the first tubbing.

John—"Do you play golf?" Joan: "Oh dear, no! I don't even know how to hold the caddie."—Answers.

Ouch!

Miss Maie O'Connor of New York smart set meets an early morning problem at Newport, L.I. She is not sure whether to lower her foot and holler, or just holler.

British Excavation May Throw Light On Roman London History

London.—An important piece of excavation will be started shortly when the ancient Roman city of Verulamium adjacent to St. Albans, is to be uncovered. At present the only Roman remains above ground are the walls, and it is with these that a start will be made.

It is expected that the excavation will have the additional interest of throwing light on the history of Roman London, for the walls of Verulamium and of London are of the same date, having been rebuilt by the Romans after the destruction of both cities in the insurrection by the British Queen Boudicca (Boadicea) in A.D. 61. Up to the present it has not been possible accurately to date the London wall.

Verulamium is believed to occupy the same site as the prehistoric capital of Cassivelaunus, the British King, which in all probability was older than London, and it continued to be an important Roman settlement till the severance from Rome took place in the fifth century. The old site has never been built on since, and consists to-day of smiling meadows by the River Ver, so that there is good hope of tracing the history of the town from Celtic times, through the Roman period, into the Dark Ages.

Many buildings are known to have been destroyed by pious Saxon abbots in the eleventh century, the famous Abbey itself having been built largely of material looted from the Roman ruins. But nevertheless the possibilities of valuable discoveries are almost unlimited. Already in 1847 the buried ruins of a Roman theatre were found, and it is believed that there are rich finds in store in the shape of temples, mansions and public buildings. In particular, it is hoped that on a site such as Verulamium some discoveries will be made that will throw light on some of the difficult problems of Christianity in Roman Britain.

How Good Are Good Used Cars?

Speed, Power, Safety and Appearance O.K.—Brakes Vary

Precisely how good are these "good used cars?"

Thousands of potential buyers of such automobiles are asking this question constantly. The answers they receive are couched in general terms, in most instances at least.

It was with a view toward developing some specific information that a qualified group recently undertook the actual testing of a number of used cars selected at random from the stock of several dealers. Cars in virtually all price classes were tested. In no case was the dealer from whom the car was borrowed for test purposes informed in advance. In all except one case the car was in the identical condition it would have been had some average buyer walked in and paid for it.

Characteristics considered included appearance, brake performance, speed, power, acceleration, noise, wear in various parts, especially the steering, wheel wobble, and in several cases fuel consumption. Methods of measurement were not the most exacting possible, but in each case the results are approximately accurate.

Car number one was a 1926 model roadster of a line in the popular price class. As a used car it was priced at $75. In appearance the car was only fair. The lacquer had chalked at the back of the hood and the wheels needed painting. In performance the car was surprising. As against a top speed of 48 miles an hour when new it still would travel at 43. The 23,000 miles on its speedometer had not effected the hill climbing ability for which the car always had a good reputation.

Never particularly fast in high gear acceleration, the car nevertheless could get away with most modern cars at traffic lights going through all the gears. Its two-wheel brakes would stop it from 20 miles an hour within 40 feet, 10 feet under the legal limit. The emergency brake, however, needed service attention.

At certain engine speeds there were two rather annoying noises due to vibration. One of these was in the steering wheel, the other in the valance above the running board from which it had separated. The latter could easily have been eliminated, at least temporarily; the former disappeared except at one spot in the speed range. A slight play in the steering, which was not dangerous, was due to king pin bushing wear.

The second car, also a 1926 model, the test group put down as one of the finest bargains of the lot. It cost $1,350 originally. It was offered at the bargain price of $225. The speedometer showed 26,377 miles.

The car was a roadster, with rumble seat. Its two tone tan finish was virtually perfect. The khaki top, however, was discolored, and the fenders which had been enamelled obviously needed it again. These two appearance defects remedied, the car would have been a beauty. Its lines, though obsolete, always were popular.

As to performance, the car still was capable of more than 60 miles an hour. On hills, its over-head valve engine was a marvel. In acceleration, it went for 5 to 25 miles an hour in top gear in 9 4-5 seconds. Its four-wheel brakes stopped it from 20 miles an hour in 31 feet. This, too, despite the fact that the brakes required equalizing.

Although the top being down during the actual test may partially account for it, there was absolutely no noise in the car save a slight valve sound. The big six-cylinder engine gave 13 miles to the gallon of gasoline. The design of the water-pump of the car was one of its weaknesses when new. In this particular model it gave no sign of trouble. The tires showed no tread wear, tending to bear out the statement that none had seen more than 5,000 miles of service.

The third car tested was a 1929 coach model of a popular light six. It was offered for $490. The speedometer showed 10,970 miles. The car had been beautifully kept from an appearance standpoint. The maroon finish had a high lustre and the chromium parts were as bright as when new.

The car, when new, had a top speed of approximately 65 miles an hour. Its acceleration, always good, was unchanged from the day it came out as a new car. The four-wheel brakes stopped the car from 20 m.p.h. in 27 feet. The small, high-speed engine was silent and showed pulling performance of merit. The only noises in the car were in a door and the right front seat which had worked loose from the floor.

Comfort, one of the strongest claims of the car's maker, was off color because the hydraulic shock absorbers needed fluid.

All cars tested were typical. The results of the tests throw some specific light on how good is a good used car.

Deep Feeling

Deep feeling is contagious. Words poured forth from burning hearts are sure to kindle the hearts of others. Hearts that can stand everything else are often melted by a tear. If the heart palpitate, in every line, and burn in every word.—Anonymous.

Difficulties

Practice the art of minimising difficulties; and do not look at obstacles with a magnifying glass.—Hollander.

Friendship's Road

We must not let the grass grow on the road of friendship.—Mlle. Clairon.

Opinion is a medium between knowledge and ignorance.—Plato.

"Reds" Usurp Fields – Poor Crops Of White Clover – Honey Scarcity

A shortage of raw material in the clover fields of Massachusetts has produced a situation in the apiaries whereby the average honey bee is just barely making a living with no surplus for the human consumer, according to Dr. Burton N. Gates, bee-keeping specialist of the State Department of Agriculture.

Bee owners are reporting, he says, that, save in exceptional cases, where special floral conditions have enabled the bees to work normally, there will be no profit in bee-keeping this year.

If it were possible to interview the efficiency expert in a representative honey factory some such conversation as the following might be expected:

Reporter: "Ah, good morning, Mr. Busy B. Beezum. I just crawled in to buz a bit about the honey crop this year."

Mr. Beezum (scratching his shoulder blade just under his left wing): "Well, young man, there's plenty of buzz about. Lookit them shelves, practically empty; and my men report that what little clover there was has blossomed and gone. Why, sir, this plant should have produced from 50 to 100 pounds of high grade goods by this season of the year; and we've barely half that. 'Sterrible! 'Sawful! summer?"

Reporter: "But summer is still here. There must be plenty of other blooms besides clover to work on."

Mr. Beezum (scornfully): "Heh! That's all you know about it. This honey business is highly organized, young feller. In order to supply our customers and have some left for ourselves, our honey gatherers have to store up goods greatly in excess of our needs during the season of the clover bloom. This is our product de luxe and goes to our best customers."

Reporter: "But you must have manufactured some surplus. What have your gatherers been doing all cummer?"

Mr. Beezum (polishing his antenna and looking about mysteriously): "Hush!! I agree with you. It looks bad, looks bad. Buz-z-z-z-z. Feller (confidentially), I suspect the Reds."

Reporter: "The Reds! Have they got in here, too?"

Mr. Beezum: "Yeah; the Red Clovers, yuh know. Just usurped the field. Didn't give the white clover a chance. Propoganda. Buz-z-z-z-z."