

NO MAGIC ATTACHED TO CHEMICAL FEATS

WORLD'S FAIR TO PROVE

Noted Scientist Points Out Some of Achievements in Industrial Lines; Improvements Shown

The Chicago World's Fair Centennial Celebration will be an excellent opportunity to teach the public that there is no magic attached to chemistry even though some of the things modern chemists accomplish are marvelous, said William Hoskins, widely known chemist, during his talk on "Fifty Years of Chemistry in Chicago," delivered last Thursday night, August 16, at the American Chemical Society Institute meeting in Evanston.

Mr. Hoskins, who is known as the boy member of the Illinois State Microscopical society, which he joined when he was 14 years old, was the discoverer of an alloy which led to the wire which made possible electric toasters, heaters and other appliances.

Early Accomplishments
He developed a thermopile used in controlling furnace heat temperature, and he constructed the old Washington Park race track, the first course ever built according to a chemical analysis of the soil.

"Stucco fronts for houses were tried out 40 years ago in a development at Woodlawn," said Mr. Hoskins in describing some of the chemical developments that have been accomplished here. "They didn't stand up well then, but science has since improved the process so that today it is a popular form of construction."

"At the time of the World's Columbian Exposition the largest gas engine that could be built was 50 horse power. By the time of the next World's Fair in 1933 the engines will be nigh limitless in their power. The gas turbine may be developed by that time."

"The exposition will not be merely a Chicago affair, but an international event."

"We are not only anxious to reflect evolution of civilization, but to indicate the evolutionary processes which have through scientific discovery been revealed as the orderly methods of creation and development. We hope to show that the future promises ever increasing conscious control of that evolution as our knowledge of material law and human behavior may be extended."

Development of Science
"We, therefore, wish to have not only an exposition showing the historical developments of science, but also to show the contributions which science has made to civilization."

"An attempt of the magnitude contemplated to bring this fundamental thought vividly to the attention and largely within the understanding of the world is a matter of national and international importance. It will require the thoughtful aid of chemistry and other sciences to help crystallize this ideal into a concrete program."

"Chemistry will not have merely an exhibit of specimens and rows of bottles, but an exhibition which will teach the public that science is not magic, though sometimes the final utilization of scientific effort appears magical."

Mr. Hoskins is head of the firm of Mariner and Hoskins.

SPECULATES ON CAUSE OF COOLIDGE REFUSAL

Financial Expert in Scribner's Wonders If He Feared Loss of Prosperity

Did President Coolidge fear to spoil the phrase "Coolidge prosperity," by running again for the Presidency with chances favoring a slowing up of business conditions? Alexander Dana Noyes, in the September Scribner's Magazine, declares that we have come to the end of an economic chapter and suggests that the President sensed the same thing.

"The fact that we have reached the end of a chapter in our economic life creates necessarily some doubt over the character of all business activities in the next one," says Mr. Noyes. "Under the best of circumstances, the course of trade is not apt to pursue an unvarying course during many consecutive years and, except for the irregularly distributed trade reaction of last autumn, the movement of industrial expansion has already lasted since the autumn of 1924."

'Coolidge Prosperity'

"The phrase-makers of Wall Street and Washington have long described this period as the era of 'Coolidge prosperity,' partly because it has coincided with the President's one full electoral term, partly because the Administration's policies of conservatism and public economy have certainly helped to make it what it was. But Mr. Coolidge himself, in his address last June to the government's so-called 'Business Organization,' made some remarks which were fairly in the nature of warning. While his comment on 'the menace of prosperity' was somewhat carefully restricted to the increasing cost of State and municipal government, he described the prosperity that had existed as a result of the attitude whereby the American people had

'shunned extravagance,' spoke with considerable emphasis of what misuse of prosperity most involve, and took the trouble to point out that the people's moral power 'may be just as great in time of adversity as in time of prosperity.'

Suggested Reason

"This was certainly not prophecy of business reaction, but it at least suggested consideration of the other side of things. Many theories have been advanced, and none of them proved, to explain Mr. Coolidge's unaltered decision not to accept nomination for another term, and one of them is that his New England shrewdness had impressed upon him the fact that no President of the United States in the past sixty years has served out even two full terms without being faced by a radical change in business conditions from what they had been in his first years of administration. But only one man can prove this conjecture to be either right or wrong, and he is not likely to do so."

TREMENDOUS WASTE IN FARM INDUSTRY

Would Wreck Most Business Is Opinion of Writer in Magazine

What is wasted in farming would wreck an industry and the fact indicates that farming is probably the soundest institution in the country, Farm & Fireside declares editorially this month.

"To begin with," says the article, "\$20,000,000 worth of milk is rejected and returned to dairymen annually because it is not kept clean and cold. Farm fires, caused by lightning, defective chimneys or carelessness, all preventable, cost \$150,000,000 a year and besides 3,500 farmers' lives. Soil erosion is estimated by experts to cost \$200,000,000 a year. One packer reports that nearly one-sixth of all the hams in his week's kill of hogs were damaged by bruises inflicted in shipping, bruises that had to be considered in the price of the hogs."

The article continues, telling of other unestimated losses such as those sustained by expending labor uselessly on worn-out soil or by feeding stock on one grain without balancing the ration with other food.

"No one can estimate the waste of feed and labor involved in giving salable hay and grain to livestock and poultry infested with worms, parasites and diseases, nearly all preventable," says the writer. "Facts like these go far to explain why some farmers are always doing well while others fare badly."

TRAFFIC DENSITY IS WIDE ROADS FACTOR

MAIN ROUTES ESPECIALLY

Necessity of Increasing Width in Highways Is Urged Because of Rapid Gains in Use of Cars Is Belief

Increasing density of motor traffic is causing the construction of wider highways in all parts of the country. This is particularly true of main routes tapping metropolitan areas, according to the highway department of the Chicago Motor club, which cites the following examples:

The Bayshore Highway section being constructed by San Francisco within the city limits to a width of 125-feet with a 100-foot paved roadway; the Bayshore Highway down the Peninsula with a 120-foot right-of-way, now being graded to 60-foot width with a present paved portion of 40-feet; the recently realigned section of the main coast route south from San Francisco with an overall width of 80-feet, consisting of two 30-foot pavements with provision for 10-foot additional on each side; the 100-foot wide Great Highway in San Francisco, consisting of two 50-foot sections; and the extension of Junipero-Serra boulevard in the city at a 100-foot paved width.

In California
In the southern part of California, outstanding among wide highways are the Los Angeles-Cahuenga Pass boulevard, 72-feet wide; Pico boulevard, 70-feet wide for a stretch of 7.2 miles; Long Beach boulevard, 70-feet wide for more than 3 miles; and Florence avenue in Inglewood, which is 70-feet wide.

The state of Michigan has an avenue in Wayne county with a 204-foot right-of-way for 16 miles between Detroit and Pontiac. It consists of two 44-foot pavements separated by an electric railway.

The Holland Tunnel approach in Jersey City, New Jersey, is 50-feet wide for 9 miles, 70-feet wide for four miles, with seven miles easterly on elevated structures. Sheridan Drive in Buffalo, New York, consists of two 30-foot pavements, separated by an esplanade. Erie boulevard in Syracuse, New York, is 56-feet wide.

There are now nearly 100 foundations serving the public welfare with a total of about one billion dollars.

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