

Duty of Making Roads Safe Is Placed on Motorists

Safety Council Hears of Plan Whereby Police Drop "Spying" But Stress Results

New York—Education in safety methods, "safe thinking" and the elimination of "chance taking" characterized the numerous group discussions of the National Safety Council's seventeenth annual meeting.

Safety for school children, for industrial workers, for railway and marine employees, reduction of highway mishaps by removing the causes thereof and general education of the public formed the keynote of the sectional conferences.

The interest in the "safety first" campaign is evidenced by registrations at the meetings totaling between 7,000 and 8,000 persons, who have come from all parts of the United States to contribute their part toward a reduction in fatalities occurring largely through carelessness.

Group meetings are being held at five different hotels here. Represented in them are all basic industries, such as automotive, steam railway, marine, electric railroads, mining, aviation, motion pictures and manufacturing. Education, fire prevention and other activities also are represented.

New View of Traffic Law

A new procedure in traffic law enforcement, which has proved successful, was described by E. B. Lefkerts, manager, public safety department, Automobile Club of Southern California. This innovation, called the San Diego plan, was commended for trial in other communities.

The plan is to charge motorists with their own responsibility, instead of attempting to have officers spy on drivers all of the time. The police are assigned to make thorough investigations of all mishaps and fix responsibility. Mr. Lefkerts said, in part:

"The San Diego Police Department served notice to motorists that they were not going to lie in wait for them and pounce out and make an arrest whenever a technical violation of the Motor Vehicle Act was witnessed.

"They put the responsibility on the driver to so operate his car that even though an officer was not present, no violation would be committed which would result in the injury of any person or property.

Co-operation Due Officers

"In San Diego a traffic officer is coming to be recognized by the motoring public as an individual who is endeavoring to increase safety on the highway, and therefore entitled to their co-operation, rather than a tax collector who is put out there to collect toll to help fill the city coffers.

"I am glad to say that this program has justified our hopes and has effected a reduction in accidents. This plan has been in force for a little over a year and during the first 12 months the accidents were reduced from 961 to 703, showing a decrease of 26.3 per cent., while the number of personal injuries has dropped from 1206 to 877, a decline of 27.1 per cent.; these reductions in face of an increase of 2.08 per cent. in population and increase of 7.03 per cent. in motor vehicle registration and an increase of 9.3 per cent. in this type of accidents in other communities similarly situated."

At the railroad group's session, with E. R. Cott of the Hocking Valley Lines presiding, T. H. Carrow, of the Pennsylvania Railroad, said that 156,000 fatalities had occurred in 38 years among persons trespassing, riding on, walking on right-of-way or illegally on railroad property.

Kidrapore Shrine a Hindu Art Gem

Lavish Presentation in Sculpture of the Ancient Religion of India is Well Preserved in the Temple Now Being Excavated

Dombay.—One of the finest known gems of the Hindu temple-builder's art is being brought to light near Kidrapore in Kolhapur, one of the native States of the Bombay Presidency. Enough of it has now been laid bare to identify it as a unique jewel among the master creations of Hindu architecture, a dream in stone dedicated to Siva and enriched with all the lesser gods and goddesses of the Hindu pantheon. Beneath the cool interlacing branches of the pipal and banyan, at a point where the sacred Krishna River suddenly loops itself into a crescent, this fine achievement of Indian art has proved to be in a remarkable state of preservation so far as it has been uncovered, and its lowest part, which is still being dug out of the river's mud, seems likely to prove equally well preserved.

It belongs to the Chalukyan period, which dates it somewhere between the years 1000 and 1200. Chalukyan architecture is intermediate between the Brahminical and Dravidian styles and the three schools differ little in essential plan, all having a shrine for the god, preceded by pillared porches. They differ mostly in their outer forms. In the Brahminical style the most prominent lines tend to the perpendicular and in the Dravidian to the horizontal. The northern Brahminical temples have a curved pyramidal roof to the shrines, which in the southern or Dravidian style are crowned by a horizontal system of storied towers; and each story, decreasing in size, is ornamented with a central cell and figures in high relief. The Chalukyan style is affected by its northern and southern neighbors, taking features from each without losing its own special characteristics of which the star-shaped plan of the shrine, with the fivefold bands of external ornament, is the principal feature.

In its general scheme the Kidrapore temple conforms to the Chalukyan type, but in its wealth of sculpture it is remarkable even among Hindu temples. The lavish use of sculpture on Hindu temples sometimes exceeds good taste and imagination, industrious elaboration and vivid expression of movement. Hindu sculpture is perhaps without an equal elsewhere in the world. The Kidrapore sculpture is overpowering. A greater ingenuity in intricate design it would hardly be possible to imagine. The roof of the star-shaped shrine is supported by rows of pillars delicately carved with representations of episodes from Hindu mythology and social life. Around the central shrine the scheme of the great temple is far more intricate than usual, for the innumerable geometrical patterns known to the ancient Indian have been worked in numberless involutions into the planning of the outer walls.

The walls themselves are a revelation even to students of Hindu archaeology. The first tier, just above the base, has been done in a wonderful scroll-work pattern with small figures of Hindu gods and goddesses intricately involved in it, some of them garlanded, others bearing gifts in their outstretched arms, still others playing on musical instruments. Above this

first tier is a frieze of exactly 100 elephants which extends around the entire temple and is emphasized at the cardinal points of the compass by the dominating figures of the bulls of Siva. Still higher the principal sculpture begins and this is of such a character that a German professor who has studied it has formed the theory that the goddesses of the Hindu pantheon had their origin in the ancient Greek divinities.

A Remarkable Frieze

The dominant note of this tier is its essential humanity. Human figures in ecstasies of joy crowd into niches and corners and onto the backs of elephants and bulls. All the gestures of graceful womanhood are exhibited from the foreground and from the deeply shadowed recesses of this remarkable tier. Some are clad in the finest fabrics of the Indian loom and conform in their vesture and their posturing to modern canons of Indian sculpture, while others are clothed with muslins so fine that only the embroidered hems are indicated by the sculptor. The idea of this entire tier being that of physical beauty, only those figures are clothed for whom costume is a necessary adjunct to ornament. All the Hindu gods and goddesses disport themselves in this central flow of sculpture.

Siva and Vishnu are the two principal gods in the pantheistic scheme of Hinduism and shrines dedicated to either of them are resorted to freely by practically all the 220,000,000 Hindus of India. There are, of course, sects in Hinduism, but hardly as the West understands sects.

The Anglo-French Agreement

New York Times: In some quarters hard things are said about America standing aloof and proposing to dictate to nations across the sea just because she is richer than they are. But it should not be forgotten that the Anglo-French agreement, according to its very terms, and by the explicit statement of Lord Cushendun at Geneva, would not be proceeded with unless it was assented to by the United States and the other naval powers. So there is no question of our Government having stepped in to force the English and French to give up what they would like to do.



"A woman is bound to broadcast over the wrong hook-up."

The hotel clerk was adamant. "I'm sorry, sir," he said, "but I can't cash it. I wouldn't cash a cheque for my own brother." "Well," said the stranger, "you know your own family better than I do."

Canadians Cruise For Business Englishman for Pleasure



WEEK-END AIR CRUISE ALL THE RAGE IN ENGLAND

Sir Eric Geddes chartered this triple-engine "Calcutta" flying-boat to take his party for a pleasure trip on the west coast of Scotland.

St. Lawrence Island a Refuge for a Flock of Rare Sea Birds

Having obtained motion picture and other camera studies of gannets in their native haunts and at unusually close range, S. Harmsted Chubb, associate curator of the American Museum of Natural History, has recently returned from Bonaventure Island, in the Gulf of St. Lawrence. The ledges and cliffsides of this rocky little island afford nesting and breeding space for about 20,000 of the strange sea-fowl—one of the largest colonies in the world.

Protected by the Canadian Government, this flock has multiplied steadily, although the island upon which it flourishes is less than two square miles in area. Lowered by a rope from the top of the cliffs to ledges, Mr. Chubb photographed many hundreds of the birds on guard at their nests, obtaining close-ups of this interesting sea-bird—a variety almost entirely white in color and ranging from twenty-eight to thirty-six inches in length with a wing-spread of more than six feet.

Dropped into this densely populated bird colony, Mr. Chubb found them so tame that little notice was taken of his approach. Although offering some show of resistance with harsh cries and flapping wings, the gannets only took wing when absolutely compelled to do so. Some stood on the short grass at the edge of the cliffs fast asleep with their heads buried under their plumage; others were preening their feathers or feeding their young; while many were quarrelling and fighting over standing room on the rocks. Within half a wing's reach of her neighbors, the gannet stands incessantly on guard at the nest to protect encroachments that occur through force of sheer numbers and overcrowding.

Mr. Chubb noted that when the young gannet comes of age and leaves the nest it is of greater size than the parent. It carries an excess of fat to aid it through the period of learning to hunt for a living.

The food of the gannet consists

chiefly of fish, especially herrings, whose presence is often indicated to fishermen by the birds. Mr. Chubb observed that the birds fly in single file on the hunt. Each bird, when it comes over the shoal of fish, descends from a height of about forty feet with a velocity and force that takes it wholly out of sight and splashes the water into the air. Emerging after a few seconds, it shakes the water from its feathers and mounts in a wide curve to take its place at the rear of the string and repeat the plunge. The gannet has great powers of flight and can travel for considerable distances.

Bonaventure Island, which lies just off the Gaspe Coast opposite the village of Perce, was found by Mr. Chubb to present remarkable opportunities for bird study. From a distance the island appears covered with deep snow, which, as one nears it, dissolves into myriads of gannets. When disturbed, they fill the air like heavy white flakes, while their loud, harsh cries echo and re-echo among the rocks.

Crowned with spruces and balsams, the cliffs are inhabited not only by the gannets but also by puffins, murres, black guillemots, petrels, herring-gulls and kittiwakes, while many small birds nest inland among the trees. Only seven families of human beings live on the island.

THEY'RE OFF!

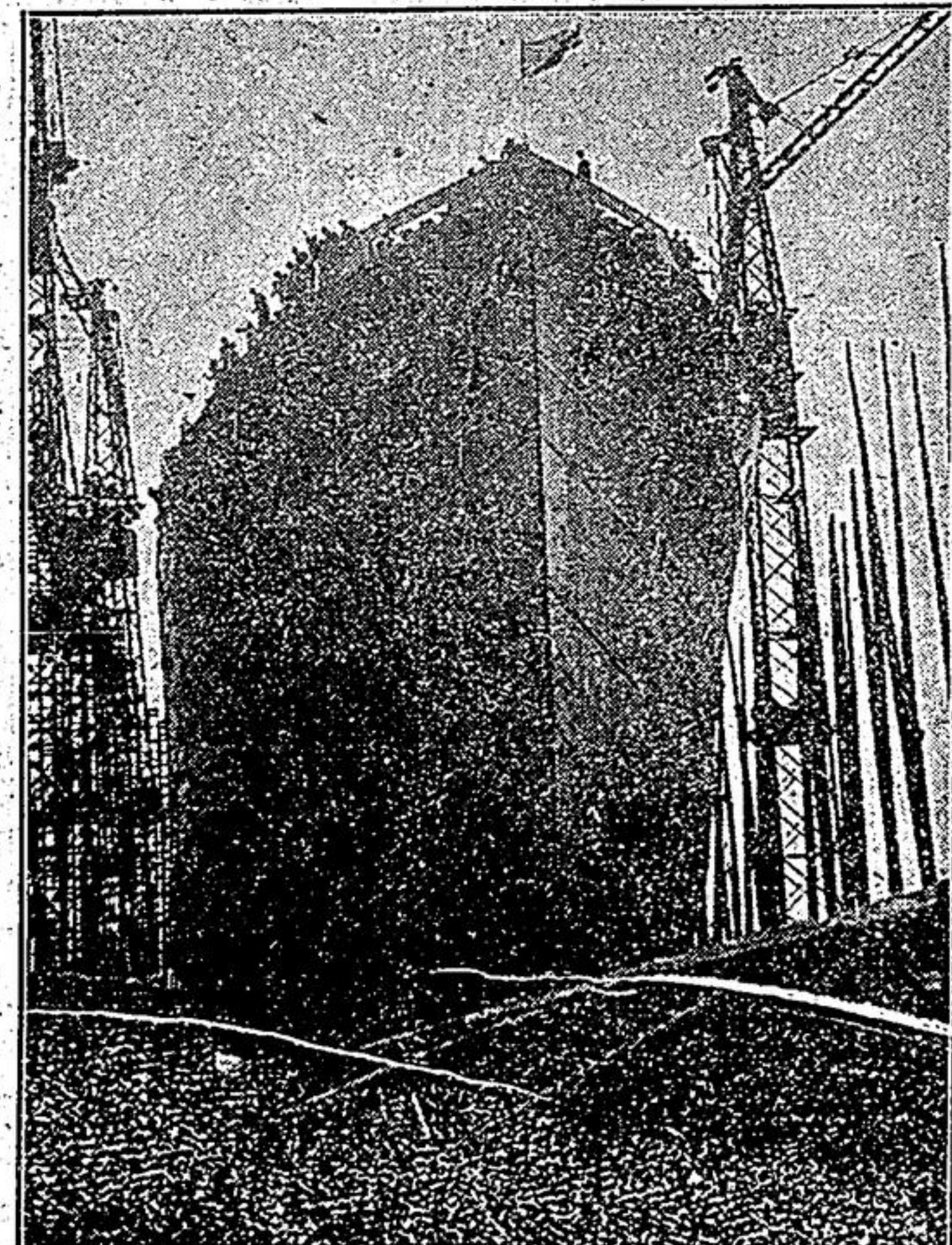
An artist, who had recently shaved off his beard, complained to a friend that his wife had left him.

"It's leave on he left those days," the friend consoled him, and asked if the removal of his beard had anything to do with her leaving.

"Yes," replied the artist: "when she saw me without my beard, she said: 'Now I know why I never liked you!'"

Spectator—That referee looks like if he'll get into hot water when the match is over. Local Supporter: He won't. 'E's goin' in the 'orse trough.

Sponsored by Duchess of York



Photograph of the newest of the four Canadian Pacific 20,000 ton vessels taken immediately after it had been christened in her own name by Her Royal Highness the Duchess of York. The Duchess of York is seen just before taking the water on the Clyde.



246

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NO DOGS ALLOWED

Newlywed: "Did you get the hot dogs for supper, love?" Mrs. N.: No, dear, there's a sign at the door of the apartments which says, "No dogs allowed."

Farm Booklets

The Dominion Department of Agriculture prints many booklets for distribution to aid farmers and housekeepers. Here are two very seasonable right now.

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