

## COLE AERO-EIGHT CLIMBS PEAKS OF CASCADE RANGES

Negotiates Mountain Gorges  
With Ease in Long One-  
day Journey.

Three hundred and seventy-five miles over roads which led to the peaks of the Cascade mountains, constitute a day's sight-seeing trip made recently in a Cole aero eight by W. E. Kershaw of the Bell Wyman company, distributors for the Cole motor car at Yakima, Wash., and a party of friends.

Details of the tour have just been received at the offices of the Farmington Tashner company, South Bend, Cole dealer.

Mr. Kershaw and his party left Yakima at dawn, with Lake Chelan, a beautiful body of water high up in the Cascades, as their objective. Traveling through the Wenatchee valley, they made their way northward toward Mt. Rainier. At Ellensburg, an hour and a half out of Yakima, they turned eastward through the sage brush desert, toward the Columbia river gorge.

**Climbed Lava Cliff.**  
Arriving at the Columbia, which they crossed six times during their journey, they were ferried to the opposite bank and began a long climb up the face of a cliff which is the result of an ancient lava flow.

Reaching the crest, they turned westward and began a long descent to the Columbia river valley. Wending its way along the banks of the river, the car arrived at Wenatchee, where for the first time the motor was stopped while the gas tank was replenished. The speedometer showed that the car had traveled 142.1 miles to this point. The actual time was six hours and five minutes.

Leaving Wenatchee, Mr. Kershaw directed the car northward, and again began to ascend. The aero eight traveled past the gigantic Ribbon cliff and on up Knapp's hill, over a road which has been carved out of solid rock. Winding up this road they came, almost without warning, to the waters of Lake Chelan and a few minutes later were at the town of Chelan. The speedometer registered 182 miles.

**Began Return Trip.**  
After a rest of an hour the party began the return journey by a route which led 10 miles along the lake, up and over a mountain range, thence back to the Columbia river valley, along the famous Sunset highway and home.

The distance on the return journey was 132 miles, making a total of 375 miles for the single day's trip.

The ease with which the Cole aero eight negotiated the steep mountain grades occasioned much comment among Mr. Kershaw's guests, all of whom are experienced automobile men. The car's remarkable reserve power, which enabled it to leap from a conservative to the maximum speed permitted by safety, was demonstrated frequently during the journey to the evident interest of the passengers.

## ENGLISH SOLONS FORGET TO WORK

LONDON, Aug. 23.—Parliament, after five hard years devoted to the business of the empire, is again learning to play. Last week it occupied a stand along the Mall while fighting men of the allies passed in review. This week it continued its peace celebration by visiting the fleet off the mouth of the Thames at Southend. And on both occasions it cast aside the dignity and heavy customs of its ancient legislative halls, and enjoyed the novelty like a lot of school boys out for a frolic.

Monday the lords saw the ships—a comparatively small and select party which left London late and came home early. Tuesday it was the turn of the Commons, who cheered the best known fighting ships.

**Admire Balmoral Castle.**  
The Balmoral Castle, which carried the Commons and their wives first circled, the "Lizzie" as the voyagers affectionately termed Admiral Beatty's flagship the Queen Elizabeth, being especially admired. Then the Warspite, which the Germans said they had sunk at Jutland, the Lion, the Tiger and a lot of other big ships came in for admiration, while the Conqueror, the Thunder and some of the smaller fighters were greeted as old friends.

The Balmoral Castle then steamed down through the center of the fleet. On one side were the big ships; on the other the submarines, chasers and destroyers. Few sailors were in sight, but the crew of a submarine were loudly cheered as they took position on deck for a few minutes, and then went about some task set by their commander. A destroyer suddenly spouted smoke, gathered speed like an automobile and tore out to sea.

But that was all the commander showed of his fleet. There was no firing of salutes, no order marring of the rails. Just the ships, silent and grim, beloved by all the English people as their first line of defense.

## Virgin Islands Have History Full of Black Flag Romance

Announcement that the Virgin Islands, formerly the Danish West Indies, are to be beneficiaries of an annual appropriation of \$200,000 from the navy department and are to be the objects of a general Americanization program, is the occasion for issuance of a bulletin concerning our newest possessions by the National Geographic society.

Though the group comprises 50 islands, on the northeastern rim of the Caribbean sea, only three are big enough to have a name on any but hydrographic charts and local maps, says the bulletin. These are St. Thomas, St. John and St. Croix.

While St. Croix has an area of about 84 square miles and St. Thomas but 28 square miles, St. Thomas is the most important of the group of islands. This importance arises from the fact that the harbor on the south side of the island is one of the finest in all tropical America.

The story of how the war robbed St. Thomas of her one lone industry, and the possibilities the island hold for rehabilitation, is told in the following communication to the society:

**Resort For Pirates.**  
"From the days of the buccanniers St. Thomas strategic advantage has been realized, for when the Spanish Main was the happy hunting ground of the gentlemen of the Black Flag this harbor was their headquarters. Behind its outer hills the pirate craft found shelter from the open sea, and were well screened from the sight of passing ships until the moment came to pounce down upon them. In more recent times it has played the role of safe harbor for the thousands of vessels bound from Europe to Panama and surrounding territory, or vice versa. With a free port, where repairs, ships' stores, and coal might be had, upon which there had been no levy of tariff duties, the shipping world found the harbor of Charlotte Amalie an attractive way station on most of its Caribbean routes.

"The result was that agriculture in St. Thomas fell into decay, and nearly all of the activities of the island's population were devoted to the interests of its harbor, and one of the finest coaling stations in the tropical world was established there. In addition to the coaling station there is a floating dry-dock and a marine ship, where splendid repair facilities are provided.

**Was Island of Ease.**  
"As long as these facilities were in demand St. Thomas was a fairly prosperous island. Men and women alike found it easy to get employment, at least for a part of the time, at what was to them a living wage, which was one cent per basket of coal, weighing from 85 to 100 pounds. Some carried as many as two or three hundred baskets during the four or five hours required to coal a ship. When not doing this work, they found considerable employment discharging coal from freighters which brought it to St. Thomas.

"But then came the war in Europe and all was changed. The steamships of Germany, which made continual use of the harbor of St. Thomas, were driven from the seas, and where formerly all was business and enterprise, only now and then a ship found its way into port, and the people of St. Thomas, their agriculture neglected for years, found themselves unable to gain a living, either from the land or from the sea.

**Entertained Columbus.**  
"The history of the Danish West Indies is full of interest. Columbus found St. Thomas inhabited by Caribs and Arawaks in 1493. In 1657 a colony of Dutch settlers occupied the island; but when they heard of New Amsterdam, now New York, they left it to become a part of the new colony with such a remarkable future ahead of it. The English came to St. Thomas next, but in 1666 it was formally taken over by the Danish crown. In 1764 the king of Denmark took the government into his own hands and threw the port of Charlotte Amalie open, duty free, to all nations. In 1801 the British took the island from the Danes, but restored it after 10 months. Again, in 1807, Britain took possession of St. Thomas, but returned it in the readjustments growing out of the Napoleonic wars in 1815.

"St. Croix was settled by Dutch and English, but they quarreled and the Dutch had to get out in 1650. The English in their turn were driven out by the Spaniards. Then the French from St. Kitts took a hand and expelled the Spaniards. France gave the island to the Knights of Malta; but after a prolonged, but losing effort to put it on a profitable basis, the Knights, in 1720, demolished their forts, abandoned the island, and removed to Santo Domingo. In 1727 the French captured eight British vessels lying there and took possession of the island again, finally selling it to King Christian of Denmark."

"The two main problems were obvious: First to develop methods of extracting helium from the natural gas; and, second, to determine the geologic occurrence of the gas, and so locate adequate supplies. "Late in 1917 two small experimental plants using different methods were erected in Port Worth, Tex., to treat the gas of the Petrolia field; and some months later a third plant, using a still different method, was erected in the field itself.

**Kansas Area Largest.**  
"The helium-bearing area of Kansas is far larger than any yet discovered in Texas and contains a number of fields which in the aggregate yields much more gas than Petrolia. The old Dexter field, in which the helium-bearing gas was first discovered, is now exhausted, though the early difficulties in the way of burning the gas were overcome, and for years it was produced in large volumes and used as fuel.

"To light a gas stove in Dexter, however, always was a difficult feat, and it became a matter of pride on the part of every good housewife to develop the dexterity necessary to this operation. The stove was first filled with crumpled newspaper, which was set afire; then the gas was turned on, its flow being skillfully manipulated, until by the time the paper had burned out the gas had become hot enough to take fire.

"As the apparatus used in all these processes of extracting helium gas for balloon purposes require rather delicate adjustment and manipulation, some time was naturally consumed in determining the most efficient working conditions; but just prior to the armistice the first shipment of 150,000 cubic feet of helium, compressed and stored in steel tanks, had been started to Europe. This was enough to fill four of the ordinary kite balloons, though the large dirigibles require one to two million or more cubic feet of gas.

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## Helium, Incombustible Gas, to Revolutionize Ballooning; Production Greatly Raised

WASHINGTON, D. C., Aug. 23.—

Helium, the new incombustible balloon gas, so called because it was discovered on the sun 30 years before it was identified on earth, which promises to revolutionize the science of ballooning, is the subject of the following communication to the National Geographic society by Dr. G. Sherburne Rogers:

"When the United States joined the allies, the military value of helium was at once brought to the attention of the army and navy authorities, and a vigorous campaign was begun for the production of helium in quantities.

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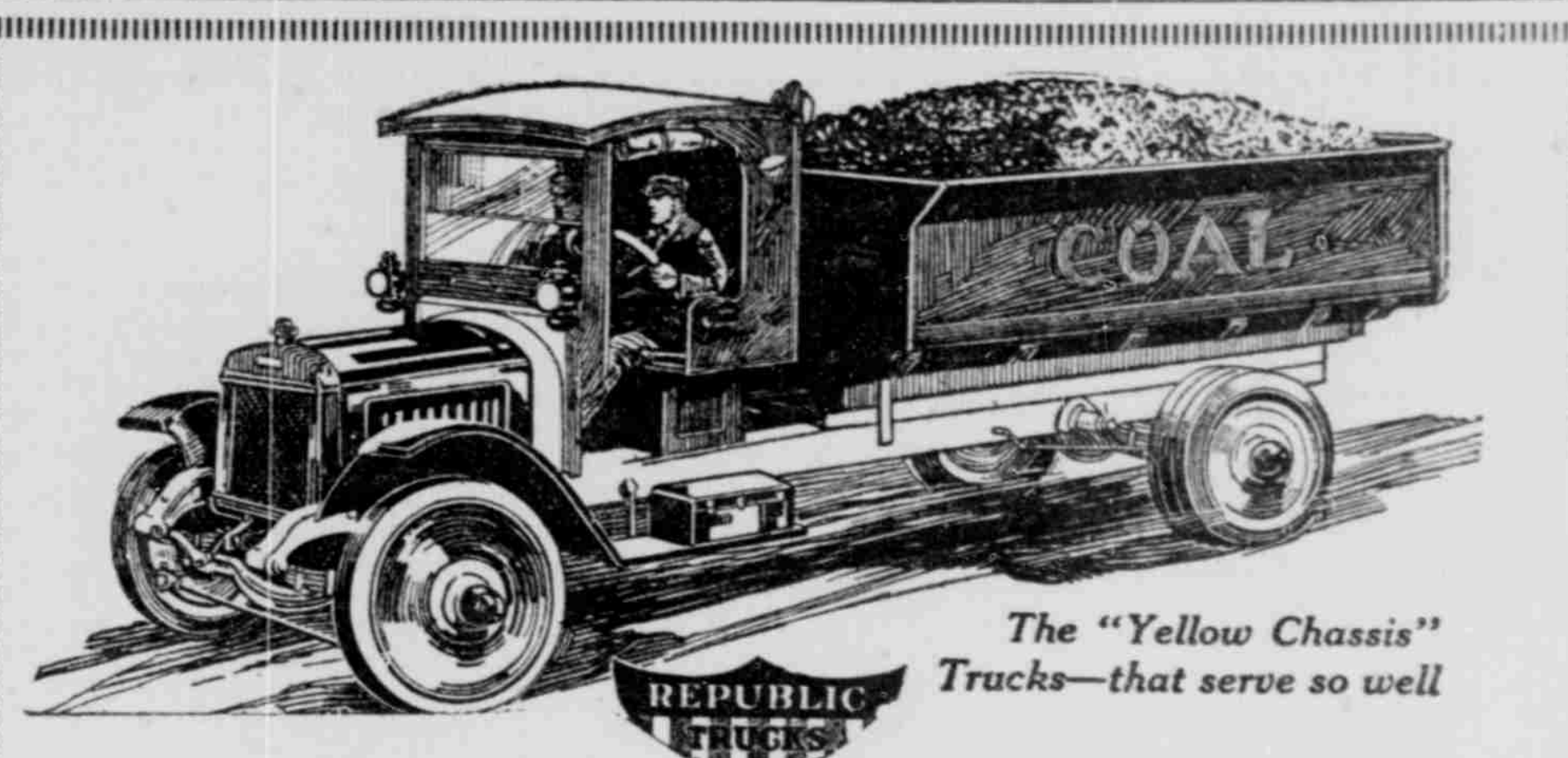
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"Although quantity production of helium was achieved just too late to be of value in the actual hostilities, it was in itself a great accomplishment, for the world's total output of helium up to 1915 was probably less than 100 cubic feet, the market value of which was about \$1,700 a cubic foot. Our helium can be produced by the first two methods at less than 10 cents a cubic foot, and if the third process fulfills expectations, this figure will be still further reduced.

"The details of the process of extracting helium are highly technical, but the general scheme is easily understood. All of the main constituents of natural gas, including the nitrogen, become liquefied when cooled to about—328 degrees, Fahrenheit; but the helium remains a gas at this exceedingly low temperature and is thus easily separated.

**Principle is Familiar.**  
"The principle by which these low temperatures are attained is one known to every motorist who is unfortunate enough to have to pump up his own tires.

When air is compressed in a tire it becomes hot; if the tire is allowed to cool to ordinary temperature and the valve is then opened and the air allowed to escape, it becomes cool.



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