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## THE CAPE TO CAIRO ROAD IS NOW OPEN FOR TRAFFIC; CAN MOTOR 4800 MILES IN STRAIGHT LINE

The Great North Road from Cape Town to Cairo, opening up 4,800 miles of British territory, is open to motor traffic. So smoothly have all the links of this single chain of communication been welded together that travelers over it agree "you simply start at Cape Town and keep going north until you come to Cairo or get bored."

"This is a great tribute to the African administration," according to the Bulawayo (Southern Rhodesia) Chronicle, which goes on to say: "The usefulness of the African highway lies in its capacity to unite the several States that have suffered so long from the isolation of ungetatability. The completion of the Great North Road removes all that. It also confers the benefit of a transport service to districts hitherto reckoned as being 'in the blue.'"

"The phrase is still applicable even within Rhodesia, though the mantle of darkness is surely lifting before the advance of the road makers. Lord Wilton's trip, modestly described by himself as an ordinary civilized journey, probably marks the beginning of an everyday occurrence in African motoring."

"At the present stage of emergence from pioneer undertakings it may be cited as an example of the short space of time that connects the raw discovery with the completed work in an age and in a country where the road and the motor car give promise of wonderful assistance in the great field of development that lies ahead."

That section of the road connecting Cape Town and Bulawayo is a fine modern highway of the sort that has everywhere marked the spread of the Empire. The same can be said for the northern end. From Cairo to Mongallo, in the Anglo-Egyptian Sudan, and from the latter place to Nairobi, in the Kenya Colony, about 180 miles east of Lake Victoria, the road is well known and so well paved as to make travel over it as smooth and safe as in the United States.

It is the last connecting link between Bulawayo and Nairobi a stretch of 2,500 miles, that has recently been opened up. Lord Wilton and Major W. Hibbert were the "first through" this section, making the distance at a "comfortable" rate in ten days without a puncture or difficulty of any nature.

They drove an American car and carried a load of nearly a ton.

Lord Wilton set out on August 11 last, according to the Bulawayo paper, which has just reached America. He was followed a few days later by the entire Government of Kenya delegation to the East Africa Conference at Bulawayo. These officials were expected to go by train to the Red Sea coast and thence by water to Cape Town and north again by train. They reported the road to be excellent, though they were unwilling to guess what it would be like in the wet season.

Outposts, where supplies and overnight accommodation are to be had and English cooking is a specialty, are to be found at fairly frequent intervals along the route, it is reported, but for the moment it is necessary to camp out on one of the nine nights.

For protection against wild animals travelers are advised to carry both rifles and shotguns. A bag of ha' pennies is also a necessary bit of luggage, for in event of accident assistance may be required of the natives, and as it is almost impossible to hire a man without having foisted on one's employ his uncle and his cousins, "whom he reckons by the dozens," one's payroll, while small, becomes an all inclusive sort of affair.

While no one as yet has driven the whole way from Cape Town to Cairo, every inch of the way—and even the most recently opened section—is now in daily use, and the African Great North Road is officially deemed "an accomplished fact."

### AUTUMN CHANSON.

Brown brooks bawling, kildees calling,  
And a long wind that endures  
From the dawn till eve is falling  
Over the mountain moors.

Gold hues dying, crickets vying  
In the singing sedge;  
Overhead the wild geese flying  
Southward in a wedge.

Lone kine lowing, keen stars glowing  
When the night grows deep;  
Soon the silence and the snowing  
And the calm white sleep.

—CLINTON SCOLLARD in New York Sun.

## CATHODE TUBE'S POWER EQUAL TO A TON OF RADIUM; A NEW DEVICE HAS BEEN DEMONSTRATED

Philadelphia, Oct. 25—A new cathode ray tube, which has removed hair from an animal and seemingly grew hair of a different color on the same spot, which has made cold stone luminous as if heated, and produced surprising results on gas, was officially announced here last night by Dr. W. D. Coolidge, its inventor. He is assistant director of the research laboratory of the General Electric Company. His announcement was made before the Franklin Institute, which presented him with the Howard N. Potts medal.

Partial announcement of Dr. Coolidge's discovery was made Tuesday at Chicago by Dr. A. F. Tyler before a meeting of the American College of Physical Therapy.

Dr. Coolidge said he has not tried the tube's rays on humans, nor yet found practical application for them. The tube apparently opens limitless fields for electrical experiment and research.

An Associated Press representative witnessed a special demonstration of the rays in a darkened room some time prior to last night's announcement. Dr. Coolidge said the tube produces as many beta rays the most important rays of radium, as could be obtained from a ton of that material. The world's known supply of radium, however, does not exceed one pound, and at current prices a ton of the wonder element would cost more than one hundred billion dollars.

### Active Outside Tube.

The inventor has succeeded in passing the cathode rays, or electrons, from inside the vacuum tube, where they are set in motion, through a "window" composed of nickel foil, so that they are active outside the tube.

In the darkened room and with a current of 350,000 volts applied to the tube the rays were visible as a purple glow in front of the "window," extending a foot or more from the end of the tube. While the rays were visible the order of ozone was noticeable.

A crystal of calcite, Iceland spar, was placed in front of the "window." As the rays were played upon it, it glowed as though "red hot." When the rays were shut off the calcite continued to glow. Passed from hand to hand of the witnesses, this specimen looked like something that would sear the flesh at the slightest contact, but was in fact stone cold. Its luminosity continued for several hours. A lump of dolomite, one of the purest forms of marble, was similarly affected, except that the glow of the rayed dolomite was pinkish while the calcite was orange. Each exposure to the rays lasted only a few seconds.

Granite subjected to the cathode ray became iridescently luminous, greens, blues and yellows glowing like clusters of gems, but the luminosity ceased when the ray was turned off.

### Possibly a New Element.

One of the most mystifying effects resulted from subjecting acetylene gas to the ray. The gas, sealed in a glass tube, was placed before the ray, and immediately there was produced in the tube several grams of a yellowish brown powder which has no known chemical solvent. Whether a new element has thus been produced is not yet known.

Under the influence of the cathode ray castor oil solidified. At room temperature cadmium tungstate, spread like paint upon cardboard, was highly luminous under the ray, but was non-luminous with the shutting off of the ray. After being soaked in liquid air for half a minute the luminosity continued for some little time after the turning off of the ray, but disappeared when the card had again reached room temperature. It passed through a series of color changes in the warming process.

The rays killed insects and bacteria quickly, but as yet Dr. Coolidge has

not tried them upon human flesh. An application of the rays for one-tenth of a second to the ear of a rabbit caused a scab to form which sloughed off some days later, leaving a bald spot. After a second application of the ray white hair grew where the brown hair had fallen out, and the new growth was three times as luxuriant as the old.

The effect of the rays upon bacteria led to the belief that they might be valuable in killing microbes in milk, thus substituting a newer and quicker method than the process of pasteurization. But it was found that milk subjected to the rays became unpalatable and ill smelling.

Dr. Coolidge said that because the field of the rays is only about two feet from the tube under the exceedingly high voltage of 350,000 they cannot be used as a death dealing instrument of warfare.

Whether they may be of benefit for cancer and cancer diseases remain to be determined.

Dr. Coolidge has been working on the cathode ray tube for about a year and a half. The tube is of glass, about four feet long, with the center expanded in spherical form. The cathode, or negative electric terminal, is heated by a spiral filament through which a current of electricity is passed, and the electrons, set in motion by the heat and impelled by a high voltage current, pass with nearly the speed of light through the nickel "window." The interior of the tube is as nearly an absolute vacuum as human ingenuity can make it.

Dr. Coolidge, largely responsible for the development of incandescent electric lamps with tungsten filaments, is one of the foremost inventors in the field of X-rays.

## RAILWAY BRINGS MUCH WEALTH TO A WOMAN

London, Oct. 26—A woman who made £25,000 with a capital of £5000 and did not know she was doing it is one of the romantic figures to whom fortune has come from the land boom that spread over the Edgware district with the opening of the underground railway extension here in 1924.

Not only did she not know that her fortune was increasing with the completion of every new half-mile of the shining track but she never had any intention of speculating with her money. The fortune was forced on her.

She went to live at Edgware 15 years ago with the idea of spending the rest of her life in the seclusion of the country. Edgware was then a small village. There were only a few houses and cottages and the moderate-sized house the woman bought stood in five acres of ground.

### Logic of a Site.

The greater part of this land bordered a road. When the underground railway directors began to look for a site for their terminal station the engineers and traffic experts advised them that the logical spot was on this road, exactly opposite the centre of this woman's property.

She had paid £5000 for the five acres. One morning a representative of a firm of estate agents called on her offered her £30,000. She accepted and moved out with £25,000 profit, asking the agents to find her another quiet retreat in the country—this time in Surrey.

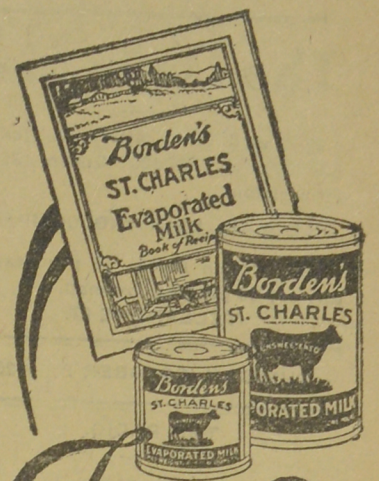
The five acres are now the finest site in Edgware. The chief shops are being erected along the fields that bordered the road and the agents are making a handsome profit on the £30,000 they laid out in addition to the fortune that went to the woman. The house she lived in fetched £300 from the housebreakers.

### Notice to Electors

The revisors will meet at City Hall on the 25th, 26th, and 27th day of October, 1926, between the hours of 3 p. m. and 5 p. m. and 7 p. m. until 9 p. m. for the purpose of revising the Voters List. Any person claiming to add to or strike off from the list must give notice thereof with the ground of addition (or with the cause of objection as the case may be) to either of us, on or before above dates.

MURRAY E. HAGERMAN,  
(Chairman),

A. B. BELYEA,  
WALTER BURDEN,  
Revisors.



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- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 St. John and Aberdeen Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore St. and University Ave.
- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.

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