

TWENTY-TWO

THE LONDON ADVERTISER.

Scientific Expert Tells Why Tornadoes Happen

BY ALBERT FORD FERGUSON.
[Written Especially for The Advertiser.]

A tiny spot appears on the face of the sun. Immediately a tornado rips a piece from the surface of the earth, 92,000-600 miles away!

Or a blizzard wraps a dozen states in its freezing arms! Or a deluge of rain fills the beds of rivers and streams and huris death and destruction everywhere!

No matter which of these happens—the storm king has somewhere obeyed the command that came to him, from the sun—a lackey of Old Sol to jump the instant a button is pressed.

It was just such a spot, no doubt, on the far-flung sun, that caused the death-dealing tornado which ripped last week a great hole in the middle of our map, killing hundreds of persons, splitting thousands of dwellings in twain and destroying millions in property.

How is it, you ask, that so distant a force as a speck on the glowing orb of day can bring such devastation to the "good ship Earth"?

Well, it is the investigations of Father Jerome S. Ricard, S. J., of the Santa Clara University, California, which have proven to the satisfaction of weather experts that spots are responsible for great storms on this globe. They, he has shown, cause changes of temperature which affect the earth's atmosphere where it is most sensitive—at the equator and the poles. This, in turn, starts a whirl of air that develops in speed—and you have a great storm.

The natural question, then, is, Why is there a storm sometimes in Chicago, for instance, while there is none in Denver?

The answer sums up the entire matter of weather problems, for the conditions which control the local atmosphere of different sections are entirely different. Thus a spot which causes a deluge of rain in Louisiana simply makes the weather a bit hotter in Yuma, Ariz., or cooler at Washington, D. C.

The reason for this is that a sun spot has instant effect on two currents of air, or whirls in the air, one from the North Pole going north, and one from the equator going south.

The storm is the battle between these two currents when they meet.

That battle MAY take place so high in the air that there is little or no effect felt on the surface of the earth.

Or they may meet on a battle plain near to us, and a violent storm—generally of tornado tendencies—ensues.

There are two general storm paths in the world—one north and the other south of the equator.

The northern path starts at the equator and moves northward, as long as it remains south of the 30th parallel on a line with the city of New Orleans. Once across this line, it turns and travels northeast until it spends itself or reaches the polar regions.

The same condition holds good with the southern path, except that the original direction is southwest, and the change is to the southwest.

Sun spots having started air whirls from both ends of the path, the tendency of the southern whirl, being warmer, is to rise, and of the northern whirl to stay close to the surface. If the northern current is thick



ALBERT FORD FERGUSON.

enough, as it usually is in the winter time, the effect of the southern current will be lost. Anything that will send the southern current higher into the air will shield the country directly.

The air will shield the country directly, the disturbing element so high that while a severe storm will take place on one side of the mountains, the other side is not affected at all.

A long stretch of flat country, however, will permit this southern current to settle down, if it happens to be very heavy, and so get closer to the surface.

That is the prevalence of severe storms in the prairie-like section of the United States between the Alleghenies and the Rockies.

It will be noticed that the most severe storms of this sort are met in the central section of this area, Kansas, Missouri, Nebraska, Illinois, Iowa, the Dakotas, Minnesota, Wisconsin, Manitoba and Saskatchewan, and the western part of the Province of Ontario.

The Great Lakes serve as a deflector of the currents in this country because of the excess of moisture in the air over these great bodies of water.

For that reason the storms over lakes are greater and more frequent in winter than in summer because the northern current, which freezes and removes this moisture, has the easier warmer, is to rise, and of the northern whirl to stay close to the surface.

Over the lakes at a high altitude, though, of course, it sometimes creates big disturbances.

By means of the daily reports received by telegraph at the weather bureau in Washington, and in the weather services in all of the European countries, in Japan and in the observatory in the Philippine Islands, together with the wireless reports received from stations and ships, a rather accurate forecast of the conditions in the northern half of the world can be made.

This is possible because the observers are acquainted with the conditions in each locality where an observation is made, and by close watch extending over a long period of years, are able to tell what certain recognized changes are likely to bring forth.

Thus, if a storm, or whirl of air, is observed by one of the Philippine stations, the direction in which the whirl is travelling is noted, and the forecast in Japan can tell what effect it will have on Japan, because he knows what effect similar whirls have had.

The weather man in Honolulu gets the report of the Japanese observer, together with the Philippine report, and he knows what these conditions have done to affect his country in the past, and so advises his people, passing on his report to the Philippine States.

In this way a storm can be followed from the time of its beginning until it blows itself out.

There are exceptions to these conditions, of course. These caused by purely local disturbances of the atmosphere which must be reckoned with to produce certain effects—which might change entirely the character of the effect of the battle of the upper air currents for supremacy, causing a severe storm or no storm at all.

clares that her country glories in its home life. The revelries and immorality of Paris give a foreigner an altogether wrong opinion of things, because the French nation is rooted in its love and veneration for home and mother. The cult of woman is the greatest feature of life in France.

"France," says Mile. de Pratz, "is pre-eminently the country of women. Woman influence is everywhere in politics, arts, literature and commerce."

It is shown in the very manufactures of the country, for the principal industries and exports consist of articles largely manufactured by women, and the French nation also tells us that as woman has made her femininity a business in France, she has also a great influence over the other sex.

by his wife more than any other man." In the provinces even the peasant women very often tell their husbands how to vote, in the towns, especially in the House of Commons, and in the French as a political factor is immense. And yet the Frenchwoman is not dictatorial. She would not clamor for votes for her husband.

Her powers lie in her womanly charm. She carefully conceals from her husband the fact that she has him in leading-strings. And the amazing thing is that French girls are educated to rule their husbands and will in abeyance until their marriage. "A girl's education must not teach her to develop her personality, but must, on the contrary, tend to make her soul a white sheet upon which her husband shall write his fate later." But when mademoiselle becomes a wife, she hastens to learn how to rule her husband without his realizing the fact that she is boss. "Ce que mine veut, Dieu veut," is essentially a French saying, and when a Frenchman has individual character, his first endeavor is to conceal that fact, lest it should be detrimental to her feminine attraction.

In proportion to the population, there are far more women who earn wages in France than in England or America. There is no material or in-

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Please Publish My Testimonial

So Other Sufferers Will Take "Fruit-a-lives" And Be Cured

Gratitude—heartfelt gratitude—prompted this letter. Madame Langlois was so thankful to "Fruit-a-lives" for restoring her to health and strength, that she gladly allowed her letter to be published.



Madame Valere Langlois.

St. Romuald, Que., Sept. 23, 1912.

"I have pleasure in stating that I have been cured of severe Dyspepsia and Chronic Constipation by using 'Fruit-a-lives.' I was a terrible sufferer from severe Constipation for many years, and I tried every remedy I heard of, and also was treated by physicians without any permanent benefit.

Then I tried 'Fruit-a-lives' and this fruit medicine has completely cured both the Constipation and Indigestion. I cannot praise 'Fruit-a-lives' enough."

MADAME VALERE LANGLOIS. 50c. a box, 6 for \$2.50—trial size 25c. At dealers or sent postpaid on receipt of price by Fruit-a-lives Limited, Ottawa.

Intellectual work in France in which women have no part. They do all kinds of work indoors and out of doors. In the country they work in the fields side by side with men, and take part in vine growing, silk rearing, and other industries. Half of the employed in the factories are women.

In Paris they drive taxicabs and motors, sell papers and tickets at stations, tend crossings at all the railroads, and even do printing and paper-hanging. Out of the 14,381,462 female population in France, there are 6,381,658 women employed in some kind of professional work, which makes an average of nearly half the women of France. Of the 7,728,854 married women, 2,885,796 are wage-earners as well as wives.

"I baked a batch of bread this morning. 'Sure enough?' 'Indeed, I did; and my husband ate nearly half of it. 'Oh, well, don't feel bad about it. A pretty girl like you can always get another husband.'—Houston Post.

Cannes is a half-way house between grave and gay—essentially a compromise, discreetly affected, perhaps for that reason, by British politicians. A week ago its casino was like a corner of the House of Commons lobby, and there must be some subtle attraction about Cannes. Its bright villas lie snugly chosen among avenues of palm and yellow mimosas, backed by the perfect contours of its unchallengeable hills. Its speckled promenade leads down to its harbor, packed with pleasure craft, and for the levitation of the British and German-American liners, which are continually finding fresh sources of profit for the winter months in the Mediterranean ports. The North German-Lloyd has even established a daily service between Cannes and Monte Carlo, to which all roads lead.

All That Glitters. By universal testimony, Monte Carlo has changed greatly in the last fifteen years, and it is changing still, always in the same direction. Austerity was never its feature. But there was a certain unique exclusiveness, which is gradually yielding to the new facilities of the democratized. The "rooms" are still its centre, but the rest of the town is no longer their annex. The wonderful system of identification at the Casino, which secures the name of every visitor and can trace it in an instant over a generation, still works in its old perfection. But no longer can a man, armed with a gratulouous ticket, of admission, over the whole Casino. Half of the space has now been given over to the "Salles Privees," on the entry to which the administration impartially levies the same charge of £4 for the whole season or for a single evening. No one seems to worry about the £4 at Monte Carlo, and so far as the crowd at the tables goes, the superficial difference is negligible. The stranger, believing firmly that gold must glitter, stands open-mouthed at the number of sober, elderly and rather grubby gentlemen, who look as if a bus fare might be a considerable sum, and who are always lining up at the entrance, with the business of the Casino, based on its founders' celebrated maxim, "rouge gagne quelquefois, noir gagne quelquefois, mais Blanc gagne toujours," proceeds from ten in the morning till the first stroke of twelve at night.

A Corrective. Then the great doors swing for the last time, the ranks of the costly motorists, which are always lining up for half a mile outside the Casino, are gradually thinned, and the crowd streams out into the cool night air, released from the trance engendered by the eternal clink of money and the heavy temperature of the rooms. It is

whole some next day to climb to La Turbie, the old Roman village on whose narrow medieval courts centuries have scarcely left a mark, to catch a glimpse of Monaco in its true proportions. At your feet lies the pocket-principality, smallest of the kingdoms of the world, but containing at any given moment an appreciable proportion of its subjects. Its shabby roofs offer no hint of the cultivated luxuriousness they cover. The Casino, which, seen from below, dominates its surroundings so insolently, sinks from here into insignificance, beside even the smallest of the hills on which grizzled peasants, tending their vines, eat the bread of travail. A few thousand feet up, and all the potency of its mischievous magic is exhausted. How the high gods, deigning to cast a glance from Olympus upon the microcosm, must laugh!

WHERE GERMANY'S STRENGTH IS "Seek not for Germany's strength first in her fleet, her army, her horde of workers; nay, not even in her philosophers, teachers, and musicians, though they glisten in the eyes of all the world, for you will not find it there. It is in those quiet and simple homes, where a few Americans and Englishmen ever enter that you will find the sweetness and the sternness, the in-dominable pride of service, and the self-sacrificing loyalty that won that keep for Germany her place in the world," says Price Collier in Scribner's Magazine.

WHAT NORMAN ANGELL IS DOING "Mr. Norman Angell has developed perhaps better than anyone of our time the view that the state systems of war and preparations for war are, commercially considered, barriers of international commerce," says the Manchester Guardian. They may—and do—obstruct commerce, but they leave absolutely untouched the causes that make the greatness or even the wealth of a modern nation. Mr. Angell is doing a great service by driving home this point by every means that dialectic ingenuity can suggest."

THE NEW AGE SAYS THIS IS "cant,"

"We do not want to make London so beautiful and palatial that the habit of beauty will sink into the souls of everybody until we are a nation of artists," says the Standard. "Let us avoid the incultation of beauty in the masses. . . . remember the fate of Greece. . . . It is to the narrow, dirty, grimy streets of London that the Empire owes its progress. If it were not for the evils and discomforts of being poor there would be nothing to urge us to get rich."

MARK TWAIN AND A TIRED WORLD. "He cheered and comforted a tired world." These words are to form part of the inscription on Mark Twain's monument at his birthplace in Missouri. Their propriety is questioned in the Springfield Republican, which doubts whether this is, after all, a tired world. Skirts are from 1 to 3½ inches from the ground. Trains will be from 4 to 12 inches in length. In width not more than 1½ yards around the bottom will be allowed. Bias lines mark tailored skirts.

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Mileage Records make Sales Records

Tires are no longer bought for what they are; they are bought for what they will do.

Men buy the tires that have given them the most mileage in the past. Men who have never used automobile tires ask to see their friends' tire-mileage records.

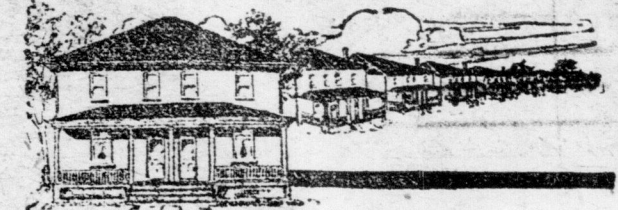
In a market like this, a tire that doubles tire-mileage is bound to win. See what mileage-buying has done for No-Rim-Cut Tires.

Canadian Sales Jumping Along

In the Fall of 1910 we started to make No-Rim-Cut Tires in Canada. Our output was 25 tires a day. In scarcely more than two years after entering the Canadian market we have increased our tire output to 500 tires per day.

In that short time from a standing start, we have jumped our total Canadian sales to over 90,000 tires. That is equipment for over 20,000 cars.

It is clear that these Tires are saving money for car-owners.



The Town of Goodyear

1911 and 1912 have seen some changes over in Bowmanville.

To increase our output of tires from 25 to 500 per day in scarcely more than two years involved bringing in hundreds of men and their families.

In that time our pay roll has increased nearly seven fold. In 1911 we employed 89 men. To-day over 600 punch the clock.

This little community of men work in a factory plentifully supplied with light and pure air.

At the same time as we have been building factory additions, we have built homes for these Goodyear men. Last year we built 50, and we realize that this is just a start.

The Balmoral Hotel has just been bought and turned into a Goodyear Club, with swimming tank, billiard room and reading rooms.

The little Town of Goodyear has its own sporting organizations—ball clubs—hockey team—bowling clubs—gun clubs—and its own athletic grounds.

Goodyear men build brains as well as muscle into No-Rim-Cut Tires. We want their home-life to be happy and comfortable.

156

GOODYEAR

No-Rim-Cut TIRES

Save Rim-Cutting Cost—23%

Not one No-Rim-Cut Tire has been ruined by rim-cutting. This feature alone has made a saving of 23% in tire-cost to over 20,000 Canadian motorists. Ask one of them.

10% Oversize Saves Another 25%

Add 10% to the air capacity of a tire and you add 30% to its mileage. That is what tire experts have figured. No-Rim-Cut Tires are 10% over the rated size. We claim that with the average car this adds 25% to the mileage of the tires—a conservative estimate. Ask a friend if this provision for overloading has not increased his tire mileage.

These double-mileage tires fit most every style of rim.

Look up the Goodyear Dealer.

GOODYEAR TIRE & RUBBER CO. OF CANADA, LIMITED

Head Office, TORONTO

Factory, Bowmanville

296 DUNDAS STREET, LONDON, ONT.

All kinds of Rubber Belting, Hose, Packing, Bicycle and Motor Cycle Tires, Truck Tires

INDEED!

MARK TWAIN AND A TIRED