of the remains. Some local amateurs interested in geology believe the remains to be of the glacial period, but there is as yet no definite proof.

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WHALE SHARK, LARGEST LIVING FISH, INTRODUCED TO NEW YORK.

A truly delicate monster is the whale shark. A small scale model of a 30-foot specimen has just been placed upon exhibition in the American Museum of Natural History, and the public pauses to admire the creature for his fancy coat and his coy eye without appreciating his amiable disposition. The whale shark is as harmless as a guinea pig. He has never tasted man. He does not even eat his brother fish, although he himself is the largest fish in existence - the whale, of course, being not a fish but a mammal.

Whale sharks have been measured up to a length of 45 feet, and whale fishermen, whose keen eyes are accustomed to taking such measurements, declare that they have seen whale sharks 70 feet long. How strange, then, to discover that the teeth of this giant of the ocean are no longer than one-eighth of an inch! But he has six or seven thousand of them, including both jaws. He wears his tiny eye in the upper jaw, where it can observe his continuous dinner.

Possessing teeth so dainty, the whale shark has but one weapon of defense-his tail. He never harms men unless he happens to rub up against the side of a boat, probably to rid himself of barnacles, and if he overturns or smashes the craft upon these occasions it is not with malice aforethought.

When he dines he does not gobble large fish, like the other sharks. Instead he swims with his mouth open and collects the small animals that float upon the surface of the sea. The water passes over his gill-rakers, and these sift out the food. It then passes out through his gill-slits. He swallows everything that is taken in, and of course the quantities of little jelly fish, crabs and other small fry that he requires in a day are enormous.

Why do they call him a whale shark? Because he is a whale in size and in his manner of feeding and because he is often found with whales. More generally he is seen in company with other sharks, but he is so much larger than they that by comparison with him they seem no bigger than the pilot-fish or shark-suckers when seen beside the ordinary small shark. This statement was first made in 1840 by a pearl-fishery inspector, who amazed the world with his account of a giant fish seen in the Indian Ocean.

If the whale shark's behavior is handsome, so is his appearance. His coat is a delicate smoke-gray, thickly covered with white spots, which cause him to resemble a marine Milky Way. Unfortunately, one is not likely to see him on a fishing trip. Only five specimens have been taken in the Atlantic

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Ocean - four off the coast of Florida and one off the southern coast of Brazil. He is not uncommon around the Seychelles, in the Indian Ocean, and is found in the Bay of Bengal and around Ceylon. He is encountered throughout East Indian waters, particularly near Java, and is known in the Philippines, on the coasts of Japan, New Guinea and Australia; in Callao harbor, Peru; in the Bay of Panama and the Gulf of Lower California.

READING REFERENCE - Crowder, William. Dwellers of the Sea and Shore. New York, The Macmillan Co., 1923.

CHEAP BRIQUETS FROM LIGNITE PROMISE NEW FUEL FOR DAKOTAS

That briquets can be made from lignite in a properly built plant for $7 to $8 per ton is the estimate of engineers of the U. S. Bureau of Mines made as a result of several years of study by W. W. Odell, fuel engineerof that Bureau.

To make lignite briquets the raw lignite is treated in a new type of retort which was first built by the Bureau at Grand Forks, N.D., in cooperation with the University of North Dakota. Further study in cooperation with Canadian authorities at Bienfait, Canada, has also furnished facts now used as a basis for this estimate.

Such low cost fuel promises great economy in the Dakotas and Montana where the briquets could be used in place of anthracite or bituminous coal, both of which sell at very high prices in these districts. However, the engineers of the Bureau recognize that the rail haul from the Pennsylvania coal fields to much of the northwest territory and all of the central east is so short that lignite cannot compete there successfully with anthracite or soft coal.

The steamers on the Great Lakes which come East with iron ore from Northern Minnesota must go West in ballast unless they carry coal. As a consequence, the west-bound freight rates on coal are little more than the handling charge for loading and unloading the vessels. As a consequence Wisconsin and Minnesota can get coal from the East at a lower cost for transportation than they can get lignite from the western part of the Dakotas where it is proposed that the lignite briquets should be made. There is no expectation, therefore, that these important results on lignite will have a general effect upon fuel prices beyond the territory in Montana, the Dakotas, and perhaps Texas where lignite is abundant and cheap.

One-third of the total solid fuel resources of the United States consists of the lignites of the Northwest. In North Dakota alone the area of lignite lands are estimated to be approximately 32,000 square miles.

A Kentucky surgeon, who recently received a hurry call to operate on a patient living on a country road impassable for automobiles, made his visit by airplane.
