

TABLOID BOOK REVIEW

WORLD WEATHER. By H. H. Clayton. New York, Macmillan Co., \$4.00

This is one of the first books of a popular nature in which the weather of the whole world rather than that of some particular continent is discussed. Professor Clayton is well qualified for such a discussion since he served for several years in the Meteorological Service of the Argentine Republic after having made a reputation in this country for meteorological work.

A large part of the book is devoted to weather cycles and to theories of their cause, and to the interrelation of weather conditions in widely separated parts of the world. Professor Clayton believes that variations in the sun's energy as measured by the frequency of sun spots has much to do with these changes. While to the trained and critical meteorologist, his conclusions may seem in advance of the facts and while errors might be found in his mathematical and physical treatment of his data, to the average man interested in the weather of the world, the book will be both informing on what is now known about weather changes and stimulating to further thought.

What happens before a volcano explodes?

Various strange things -- in one instance, that of Mount Katmai, the valley was burned up by incandescent sand before it was blanketed with ash.

This flow of incandescent sand resembled the burning clouds from Mount Pelee, but in this case the red hot material did not come from the main crater, but instead burst through innumerable fissures in the floor of a green valley, now the Valley of Ten Thousand Smokes.

The above is one of the phenomena described in the first of a series of technical papers issued by the National Geographic Society, embodying the scientific results of its expeditions. This first paper is entitled "The Origin and Mode of Emplacement of the Great Tuff Deposit of the Valley of Ten Thousand Smokes", and is written by Dr. C. N. Fenner, Petrologist of the Geophysical Laboratory, Carnegie Institution, a member of the expedition led by Dr. Robert F. Griggs for the National Geographic Society.

These papers will be distributed to scientists who specifically request them.

THREE-IN-ONE STREET CARS

Hope appeared on the horizon of the straphanger the other day in Detroit in the form of a new type of street car. This car or rather three-in-one car train is designed to give greater seating capacity for the same street space than the usual type of cars. It consists of three connecting cars on four sets of wheels and seats 140 people. The street railway company also wins; as the three-in-one train weighs less and is cheaper to run than three ordinary type cars.
