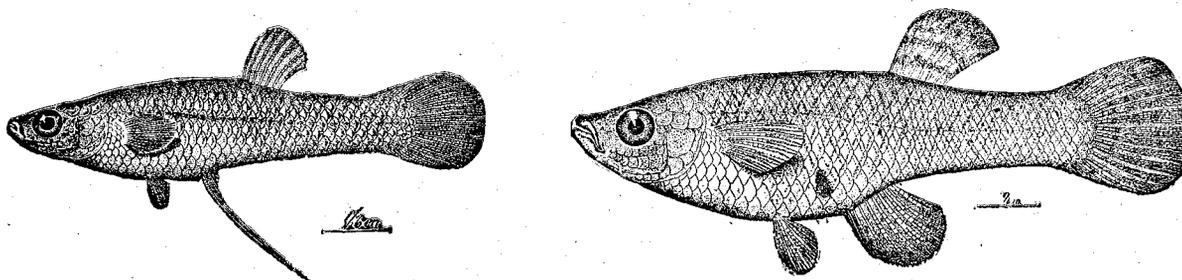


is evident from the foregoing that the habits of *Gambusia* are proper ones to make it a serious enemy of the young mosquito.

By the use of *Gambusia* as an agent for the control of mosquito production we get something for next to nothing. But, aside from the initial cost, the fish have the decided advantage over several other methods of control, because the

results are much more permanent. Oil and larvacides must be applied once every week during warm weather, and if for any reason this is not done regularly and carefully one or more broods of mosquitoes get on the wing. When a body of water once is stocked with *Gambusia*, it usually remains stocked indefinitely. *Gambusia* works all day and every day, and without help from

man it will provide a great reduction—from 75 to 100 per cent—in mosquito production, depending, of course, largely upon the conditions which prevail in each particular body of water. This method of mosquito control is now widely used in the South, and it is strongly recommended by health officers for practically all permanent standing and sluggish waters.



Reading from left to right we present Mr. and Mrs. Top Minnow, two of our efficient guardians of the public health. The drawings approximately indicate their relative sizes. From the expression on Mrs. Minnow's face we should judge that she might be as efficient a guardian of her husband as she is of our health.

TOP MINNOW—THE MOSQUITO-EATING FISH

UNCLE ELLIS

BY DOROTHY CANFIELD

THE FOURTH OF A SERIES OF EXCURSIONS ALONG
THE BYWAYS OF HUMAN NATURE

I NEVER saw my Uncle Ellis, because he died before I was born, but I heard a great deal about him when I was a child. His step-daughter married one of our fellow-townsmen, and lived next door to us when I was a little girl, and her mother, Uncle Ellis's widow, lived with her till her death. Whatever Ruth did not say about her stepfather Aunt Molly supplied. The two women spent the rest of their lives hating him, and for his sake hated and distrusted all men, especially the smooth, plausible variety. I was brought up on their stories of him, and he stood for me as the type of the traditional house devil and street angel.

The gruesome impressions of married life which float through the air to most little girls came to me from their half-heard and half-understood stories of Uncle Ellis. He had killed his first two wives, they said, just as though he had taken an ax to them, and only his opportune death had saved Aunt Molly from the same fate. His innumerable children—I would not venture to set down how many he had, all in legal marriage—feared and detested him and ran away from home as soon as they could walk. He was meanness itself—secret sneaking meanness, the sort of man who would refuse his wife money for a wringer to do the family wash and spend five dollars on a box of cigars; who would fly into a black raging fury over a misplaced towel and persecute the child who had misplaced it with ingenious moral tortures till she was

ready to commit suicide out of nervous tension, and then open his arms with a smile to the baby of a parishioner. And after mistreating his wife till she could hardly stand she would hear him holding forth to a meeting of boys, exhorting them to a chivalric attitude towards all women.

Aunt Molly died long ago, firing up to vindictive reminiscences to the last. Ruth is dead now, too, in the fullness of time. I am a middle-aged woman, and probably the only one now alive who ever heard the two talk about Uncle Ellis, and I had forgotten him. If he stayed at all in my memory, it was with the vague, disembodied presence of a character in a book.

About a month ago I accepted an invitation to speak at a convention in a town in the Middle West the name of which was vaguely familiar to me. I thought perhaps I had noticed it on a time-table. But when I arrived I understood the reason. It was the town where for many years Uncle Ellis had been pastor of the church. At the railway station, as I stepped down on the platform, one of the older women in the group who met me startled me immeasurably by saying: "We have been especially anxious to see you because of your connection with our wonderful Dr. Ellis Randolph. I was a young girl when he died, but I can truly say that my whole life has been influenced for good by the words and example of that saintly man."

The elderly man beside her, added:

"You will find many here who will say the same. He left an indelible impression on our community."

They took me to his church, where a large bronze tablet set forth his virtues and his influence on the church. They showed me the Ellis Randolph Memorial Library. I was shown the playground which he conceived a generation before any one else thought of such a thing. But what made the deepest impression on me were the men and women who came to shake my hand because I was Uncle Ellis's niece, because they wanted to tell one of his family of the greatness of his value in their lives. The minister of the town, a white-haired man, told me, with a deep note of emotion in his voice, that Dr. Randolph had done more than save his life in his youth, had saved his soul alive. The banker told me that he had heard many celebrated orators, but never any one who could go straight to the heart like Dr. Randolph. "I often tell my wife that she ought to be thankful to Dr. Randolph for a lecture on chivalry to women which he gave to us boys at an impressionable moment of our lives." And the old principal of the school said: "Not a year goes by that I do not thank God for sending that righteous man to be an example to my youth. He left behind him many human monuments to his glory."

What did I say to them? Oh, I didn't say anything to them. I couldn't think of anything to say.

BREAKING THE WORLD'S WORST TRAFFIC JAM

BY ALFRED E. SMITH

EX-GOVERNOR OF THE STATE OF NEW YORK

IT costs as much to pass a ton of freight through New York City terminals as it does to haul it from Buffalo, according to a statement made by an officer of the Erie Railroad and borne out by the investigations of the New York and New Jersey Port and Harbor Development Commission.

Another investigator reports that the expense involved between the arrival of a car in New York City and the placing of goods on the ship frequently amounts to as much as the cost of the haul from points as far West as Chicago, and that congestion and excessive costs at the Port of New York are not new conditions, but have prevailed for many years.

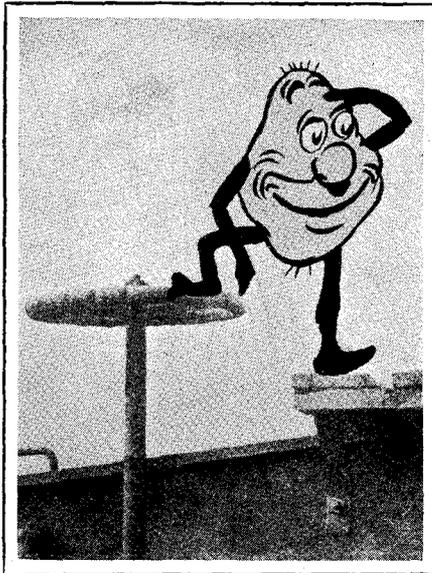
It is agreed by terminal engineers and transportation experts generally that standard railway freight cars cannot be brought on to the island of Manhattan. I think it can be agreed in any gathering of people who understand the geography of Manhattan Island that you cannot make a freight yard out of any part of it. Therefore it is to be served by an underground electric system with a break-up yard in New Jersey, where the freight is to be taken on tractors and placed in electric cars and delivered at inland points along the North River, providing a constantly moving shuttle service between the island of Manhattan and the New Jersey break-up yards.

In plain language, the underlying principle of the Port Plan is to connect the railways from the West with the railways from the East by all-rail routes and to bring standard freight cars without floating them to the outlying boroughs of New York along belt-line rail routes intended to serve the commerce and the industry of these sections.

So far as exchange freight between the New England lines and the lines from the Pacific coast are concerned, New York is to-day a way station. The only difference is that, instead of sending the freight along under a tunnel and keeping it continually with the wheels moving, it is carted across the bay on car-floats, which is the big element of delay and a great big element of cost and the big element of expense.

WAR OF THE PORTS

The port problem directly affects the business interests of the port, and the cost of living in the metropolitan districts of Philadelphia, Baltimore, and New Orleans, which have been active competitors for the business now done at the Port of New York. They have inserted in the newspapers whole-page advertisements and used in their advertising matter the figures gathered by our own Commission to show the cost of doing business at our own port. Speaking before the Port Authority, United States Shipping Commissioner



"MR. POTATO"

This festive figure represents the farmers' crops on their journey through the intricate maze of the traffic jam of New York Harbor. A moving picture of the adventures of Mr. Potato is being used to create public interest in the port treaty

Love, among other things, made the statement:

You have lost the cotton trade.
You have lost the tobacco trade, and
you are fast losing the grain trade.

Arguments set forth for the St. Lawrence Waterway, which, if ever built, will not only interfere with the business of the Port of New York, but will tend to destroy the effectiveness of our great canal system, built at a cost of over \$150,000,000, are based largely upon the cost of doing business and the congestion at the Port of New York. A group of Mid-Western States have joined together in a federation and are urging upon Congress that a waterway be opened along the St. Lawrence River between the Great Lakes and the ocean. The Hon. A. P. Nelson, Member of Congress, urging the St. Lawrence Waterway in a speech made in the House of Representatives on December 5, 1921, said:

Other and more drastic remedies should be applied to effect a better distribution of commerce through the ports of the country, to the end that we may be freed in part at least from the tremendous burdens that have been placed upon our commerce because we have permitted the continuance of conditions which have forced the foreign business of the country largely through the archaic Port of New York.

The following day Congressman Brennan had this to say:

We cannot close our eyes to the almost intolerable congestion which has existed for years past in the vicinity of New York City, and which

is particularly emphasized on the lower end of Manhattan Island. Can we be criticised for asking a transportation relief which would divert a part of our shipments through another route which would be interrupted and unhampered by the necessary rehandling and breaking of bulk which now attend shipments through Buffalo and New York City?

To relieve this congestion without diverting traffic from this, the world's greatest harbor, there has been created a body known as the Port of New York Authority.

TWO STATES AT ODDS

In order that we may have a thorough understanding of what the Port Authority means, what its functions are to be, and why and how it was created, it is necessary to go back a few years.

In 1917 Representatives of the State of New Jersey petitioned the Inter-State Commerce Commission for a rate on freight from the West in favor of the State of New Jersey, on the theory that the nine large trunk lines terminated really on the New Jersey shore. New York commercial bodies got together and went down to Washington and fought for the preservation of the status of New York, because a decision in favor of New Jersey in the Federal Rate Case would have meant 3 cents a hundred pounds preferential to the manufacturer in New Jersey, or 60 cents a ton.

I do not think we need spend any time figuring on what that would have meant to the commerce of New York City. The man who established his factory in New Jersey would have that advantage over the man doing his business in New York. The Inter-State Commerce Commission did not, however, grant the petition of the New Jersey interests, but at the same time it did not deny it for all time. It gave New Jersey permission to reopen its case at any time. In its opinion the Inter-State Commerce Commission said that historically and geographically the Port of New York comprehended both States. It advised that the States get together and jointly develop the port so that there might be no future rivalry as between the States, and terminal costs might be reduced so as to leave the great Port of New York in a position to compete successfully with the other ports of entry on the Atlantic and Gulf coasts.

CENTER OF VAST SHIPMENTS

Following this experience, the two States created a Bi-State Commission, known as the New York and New Jersey Port and Harbor Development Commission, consisting of three men from New Jersey and three from New York, and in 1918 this Commission began an ex-