to the interior. It is in the winter we shall make our attempt."

"Why the winter in preference to the summer?" I asked.

PLAGUE OF MOSQUITOES.

"Because travel in the interior is practically impossible in the summer," replied Mr. Le Queux. "The Lapland summer, though short, is comparatively warm. The hard frozen surface gives way to mud and slush. Swamps and morasses abound. Sleds can't be used. And the mosquitoes become a veritable plague. If Lapland is to be crossed it can be done only in winter."

"It will be cold work."

"Rather," said Mr. Le Queux, with a shrug—"something between 18 and 45 degrees below zero most of the time I expect. But we shall be able to stand the cold all right. Mr. De Windt has survived a temperature of 75 degrees below zero, and when traveling in Siberia I have got along without experiencing any great discomfort when it was 45 below zero.

"After making arrangements with the Lapps at Hammerfest we shall return to England and the expedition proper will start about the middle of November. The journey throughout will be done by reindeer sleds. We shall have 18 of them, each drawn by six reindeer. Altogether we shall use between 1,200 and 1,500 of them. We shall take six months' stock of provisions with us, and fuel, too, for the same period, as none is obtainable in the country.

JUST FOR THE FUN.

"In addition to our Lapp attendants we shall have with us a mineralogist, a photographer, and two friends who will go along for the fun of the thing."

"One result of the expedition I suppose will be a book."

"Of course, and a very interesting book it ought to make, for of the remote Laplanders—their manners, customs, modes of life, etc.,—very little is known. But there are other objects in view besides the production of a book. One, which may prove to be of great practical importance, is to ascertain whether the reports of huge deposits of tin and petroleum, said to exist from Lake Enare eastwards to Archangel, are correct. That, especially, is where the mineralogist will come in.

"Then we are going to look into another matter which is of considerable interst to the diplomats of Europe. That is the scheme which Russia is said to have under way to obtain an icefree port on the Arctic sea, from which she could obtain access to the North sea. Its location is understood to be at a certain spot on the Norwegian coast where only a narrow strip of Norwegian territory separates Russia from the sea. We shall find out if the idea is a practicable one. It will be for the diplomats to settle whether international politics will permit it to be carried out."

PROVISIONED FOR SIX MONTHS.

"How long do you estimate it will take you to make the journey?"

"Probably between four and five months, but, as I have said we shall go provisioned for six months. The route taken will be approximately as follows: From Atten Fjord, Norway, to Kansjok and south to Kautokeino, thence to Menesjarvi. From Menesjarvi we shall make our way to Ahkola and Sodankyla, taking in Enare, a large reindeer station. From Sodankyla we shall proceed to Kvolojarvi, mapping and exploring the Kola peninsula. The region is uninhabited and our journey through it is likely to be beset with many difficulties. From Kvolojarvi our route will lie south to Kem on the shores of the White sea. That will be the hardest part of our journey on account of the deep snows and furious blizzards that there prevail. From Kem to Archangel it will be fairly easy going, we expect.

"The distance covered will be about 2,800 miles. A few weeks after we start we shall find ourselves in the arctic night and shall probably have to lay up for six weeks until the sun makes its appearance above the horizon again and gives us a little light, or the aurora borealis supplies sufficient illumination to enable us to make headway. We have a stiff job before us; we are going where white men have never been before, we don't know just what difficultis and dangers we may encounter, but I am looking forward to the prospect with huge delight and so is De Windt."

BELIEVES IN SEEING THINGS.

Short, of moderate build, dark, with a thick brown, almost black moustache, strongly marked eyebrows, Mr. Le Queux bears some physical likeness to Rudyard Kipling. The resemblance, however, is only superficial, for his complexion is olive, not mahogany, while the place of his eager brown eyes has none of the intensity of Kipling's gaze. But like Kipling he gets his inspiration from real life. He believes in seeing things he writes about. The marvel is that he has been able to do and see so much and at the same time write so much. "The ordinary reader," he says, "who imagines that I simply sit down and write my stories as hard as I can, and think they cost me no effort, would be surprised if he knew the years of toil and patience I have gone through and the dangers I have encountered in getting together the material which I use in my novels."

His last search for material, from whence he has just returned, carried him to Macedonia and Northern Albania. He was the first Englishman to visit the brigand tribe of the Skreil who live in "The Accursed Mountains" north of Macedonia. He is an uncommonly interesting man and has had an uncommonly interesting career. Born in London 43 years ago of a French father and an English mother, a nomad by birth and education, he has been a wanderer all his life. He is a true cosmopolitan.

FAILED IN ART.

"My youth," he told me, "commenced in Paris where I became one of a crowd of merry, easy-going students of the Quartier Latin. I tried art, but failed ignominiously. I preferred to play students' pranks to studying, and at last, by reason of my youthful buoyancy getting the better of me, my father—my dear mother was dead—cast me off as utterly incorrigible. I was a ne'er-do-well, he declared, and so I became one of the flotsam and jetsam of student life in Paris. My father's treatment of me preyed upon my mind, until at last I threw everything to the winds, and without saying goodbye to a soul, and with only a few francs in my pockets, I set out before dawn one summer's morning to tramp that long dusty highway to Lyons."

LIVED LIFE OF ROAD.

For a year he lived the life of the road. Then he entered the service of a firm of silk manufacturers as clerk. Quickly tiring of such a humdrum occupation, he knocked about for another year experiencing all sorts of strange ups and downs, but generally "downs." Then he acquired a good, first-hand knowledge of the seamy side of life.

He returned to Paris and betook himself to scribbling for some weary months, barely making enough to keep him alive. At last he got a job on a paper. A somewhat sensational story, he wrote, founded on his own experiences of the under world, attracted the attention of Zola. Zola advised him to stick to journalism with the idea of eventually becoming a novelist.

He came to England and for several years combined newspaper work with fiction. At last his success in the latter field enabled him to give up the journalistic, bread-and-butter grind altogether. Then he started again to knock about the world.

VERITABLE WANDERER.

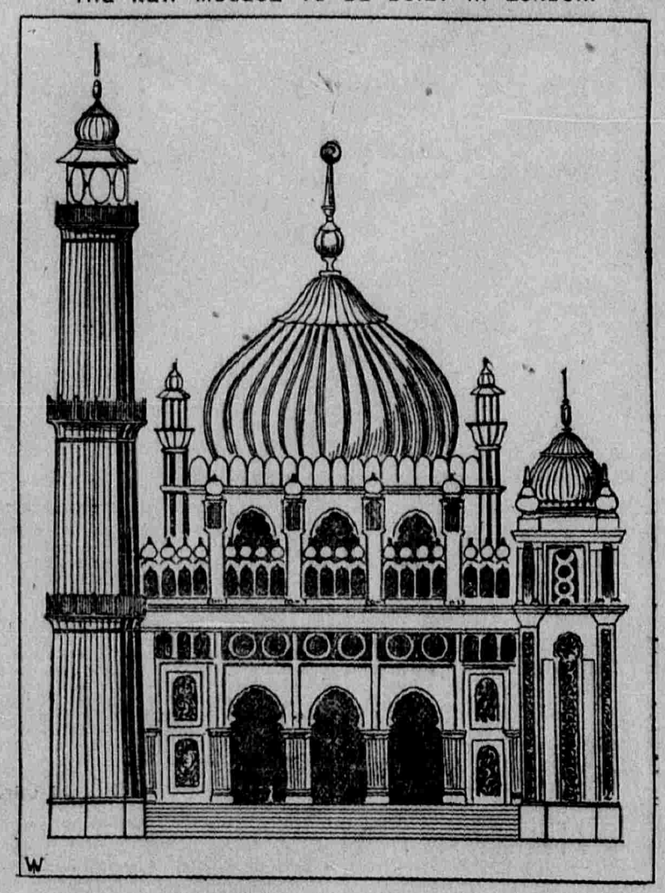
He crossed the Sahara from Algiers to In Salah, with a French military expedition, the result being his novel, "Zoraida." He wandered through Spain. He crossed Russia and Siberia to Tomsk. He visited Tunis and Egypt, Norway, Sweden, Poland and Italy in succession.

"Ten years or so of my life," he told me, "I thus devoted to obtaining the knowledge which Zola declared was necessary for me if I ever intended to succeed in fiction. 'It is useless, my dear Le Queux, to imagine your scenes and characters. You must be personally acquainted with them if you mean to succeed,' were the words he uttered one wintry afternoon while he and I were strolling together in the gardens of the Luxembourg. So I traveled Europe from end to end, always in search of weird facts and materials for my books."

It is the same restless quest which takes him to the unknown regions of frozen Lapland.

MAYNARD EVANS.

THE NEW MOSQUE TO BE BUILT IN LONDON.



The cut shows the accepted design for the mosque which will be built in the British metropolis. Although it is strictly Byzantine in conception, it is the idea of an English architect and will be erected by an English builder. The cost will be about $500,000.

A NEW TREE.

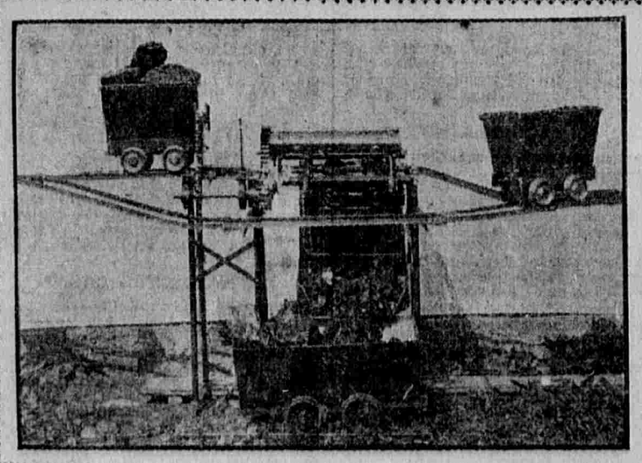
It does not often happen these days that a tree heretofore unknown to botanists is discovered. Such a tree is the African carite, described in a French colonial journal. It grows in the region from Casamania and Gambia to the Nile and has a fruit which yields a substance which resembles butter and is palatable to Europeans.

NOVEL CRUSADE.

Six hundred elderly women of Appenzell, Switzerland, have organized a crusade against excessive dancing and a superabundance of fetes in the canton. They point out that numberless balls, dances and other demoralizing entertainments were given last year and that the young people devoted too much time to pleasure.

Remarkable Improvement in Car Tipples

It is said to deliver its load much quicker, with more safety, and less expense than any other dumping device. It is a Utah invention.



HANSEN & HAYES CAR TIPPLE.

The latest Utah inventive triumph is a device for Mine Cars that is said to do away with many of the difficulties experienced in getting coal or ore out of the mines and on the cars. The inventors, Messrs. W. L. Hansen and Alfred Hays, of Coalville, Utah, have worked on the device for more than seven years and have succeeded in producing a mine tipple that will probably supercede many if not all the tipples now used.

State Coal Mine Inspector John E. Pettit is enthusiastic over the invention for several reasons, chief of which is that it does away with the seepage coal along the track and reduces the danger from coal dust explosions. Inspector Pettit will be present at a special exhibit for mine operators and mechanics which will be held on Saturday and Monday, July 20 and 22, at the sales rooms of the Mine & Smelter Supply company's Dooly Block Annex, 2nd South street.

This device is of vital importance to all persons having to do with the handling of ore, coal, rock or any material which may be loaded into cars. It can be built to any car by a little remodeling and when used on either old or new cars wonderfully reduces the cost of building and maintaining them. It appeals to every mine owner who sees it.

A company has been organized with a capital stock of $50,000.00. It is composed entirely of Coalville men, among whom are Frank Pingree, cashier First National Bank of Coalville, Mayor Alma Eldredge, County Attorney Frank Evans and the inventors, the Blomquest Bros. and W. S. Rigby, formerly of Salt Lake.

The model is pronounced by John Browning of Ogden as a most excellent piece of mechanism. It is the work of M. J. McGill of Park City, a mechanic of exceptional ability, who is supt. of the New York Bonanza mine. Mr. McGill's services and recommendations are much sought after and appreciated in Park City where he is best known.

Some reasons given by the inventors why the Hansen & Hayes Tipple can be used with more profit to the operator than any other device.

It is quicker in action than any other tipple now in use.

The car with or without contents is always under control of the operator.

It is strong, free from complications, and may be operated by any class of labor.

The first cost is practically the only cost.

It requires no steam or motive power to operate.

Where old cars and tipples are already in use the dumping device can be installed with moderate cost and old cars remodeled at will of operator.

It maintains a clean road bed.

It permits the highest possible speed in transportation.

In coal mines reducing danger from dust explosions.

In ore mines preserving valuable metals from leaking along the track.

It requires fewer men all along the line.

It is guaranteed to save its entire cost within a very short time after being installed.

Not a dollar is asked for installation until all claims for it are verified to the entire satisfaction of the Purchaser.

PAPER CLOTHES FROM WOOD PULP.

Germany Gives Us Another Imitation Of Real Thing.

Paper rugs, table cloths, wearing apparel, towels, sacks and other articles, not usually associated with a paper factory, are the latest products to wear the "Made in Germany" mark, since textile factories in Germany have been experimenting with wood pulp paper, in the effort to be released from dependence on foreign cotton and jute.

Yarn is now being spun from paper, and woven into these commodities, and the German manufacturers say that it makes "fabrics" that would deceive the eye, and that will wear as well and look as well as the same materials made out of the sort of yarn that our ancient grandmothers used to spin.

SAMPLES ARE HERE.

Consul T. H. Norton of Chemnitz, where one of the biggest "paper yarn" plants in Germany is located, has sent samples of some of the products to the bureau of manufactures.

The coarsest is a sacking material and closely resembles ordinary jute sacking in appearance. It is fairly strong, and reliable reports state that it is fully as durable as the article of jute. Some rather tasteful figured stuffs intended for hanging, portieres, etc., are of composite structure, the warp being of cotton and the woof of paper yarn. Heavier materials of this sort are said to render good service as rugs.

The lighter stuffs are apparently too stiff to lend themselves easily for use as wearing apparel. A light, blue stuff, with a lustrous surface, is, however, not far removed in point of pliability or suppleness from certain grades of American cotton fabrics which find a ready market among the Chinese. A closely woven stuff, upon which designs have been printed, could be used very effectively for a wall covering.

HAVE BEEN WORKING YEARS.

In 1887 a firm in Chemnitz secured patents on a method for spinning paper. Improvements in the method were patented by others in 1891, 1897 and 1901. Yarn is now manufactured regularly at Adorf under the 1897 patent, and is sold under the name of "xylolin yarn." The product of the patent of 1891 bears the name of "Cicella yarn." That of 1901 is termed "silvalin yarn." Licella yarn is now made at Waldorf, near Mannheim. There is but little difference in the three methods of manufacture employed.

In the preparation of the Licella yarn cellulose in the form of wood pulp, rags or other material is submitted to the customary treatment in a "hollander" and slightly ground. Wood pulp which has been subjected to the action of caustic soda possesses a slight advantage over that produced by the sulphite method, yielding a more pliable form of paper. The prepared pulp is drawn off on wire cloth drums or frames, so as to form narrow bands of paper. These are partly dried by passage over hot cylinders and collected either in tubs or on rollers. In this slightly moist condition these bands are spun by an ordinary spinning machine into yarn, which can be woven immediately or after air dried. The yarn is easily dyed. By treatment with various chemicals its strength and elasticity are notably increased, and it presents a smooth, glistening appearance. Paper yarn thus treated is sold under the name of "Ferrofil and Ferrocillin." It is employed to some extent for gailoons, edgings, girdles, suspenders and the like.

The difference in the cost of wood pulp and cotton is about one to three; yet one Chemnitz manufacturer who has had much experience with the paper yarn, frankly states that he doesn't believe the paper yarn will ever find a very extensive use, as the refuse from the cotton, flax and jute spinning mills is now so carefully utilized in the production of inferior quality yarns as to make that class of yarn almost as cheap as paper yarn and far more durble. Paper yarn fabrics must deteriorate when exposed to moisture, he says.

Yet at Verviers they are making imitation straw hats, even to the costly Panamas, out of paper. The use of paper yarn in rug weaving is at present the chief application which seems to present any distinct commercial advantage.

Germany, while depending so largely on foreign countries for its flax, cotton and jute, makes paper enough to carry on a very nice textile business if the paper yarn experiments really do prove successful. The paper production for 1908 is estimated at 2,200,000 short tons, of which one-half was used for printing.—Detroit Free Press.