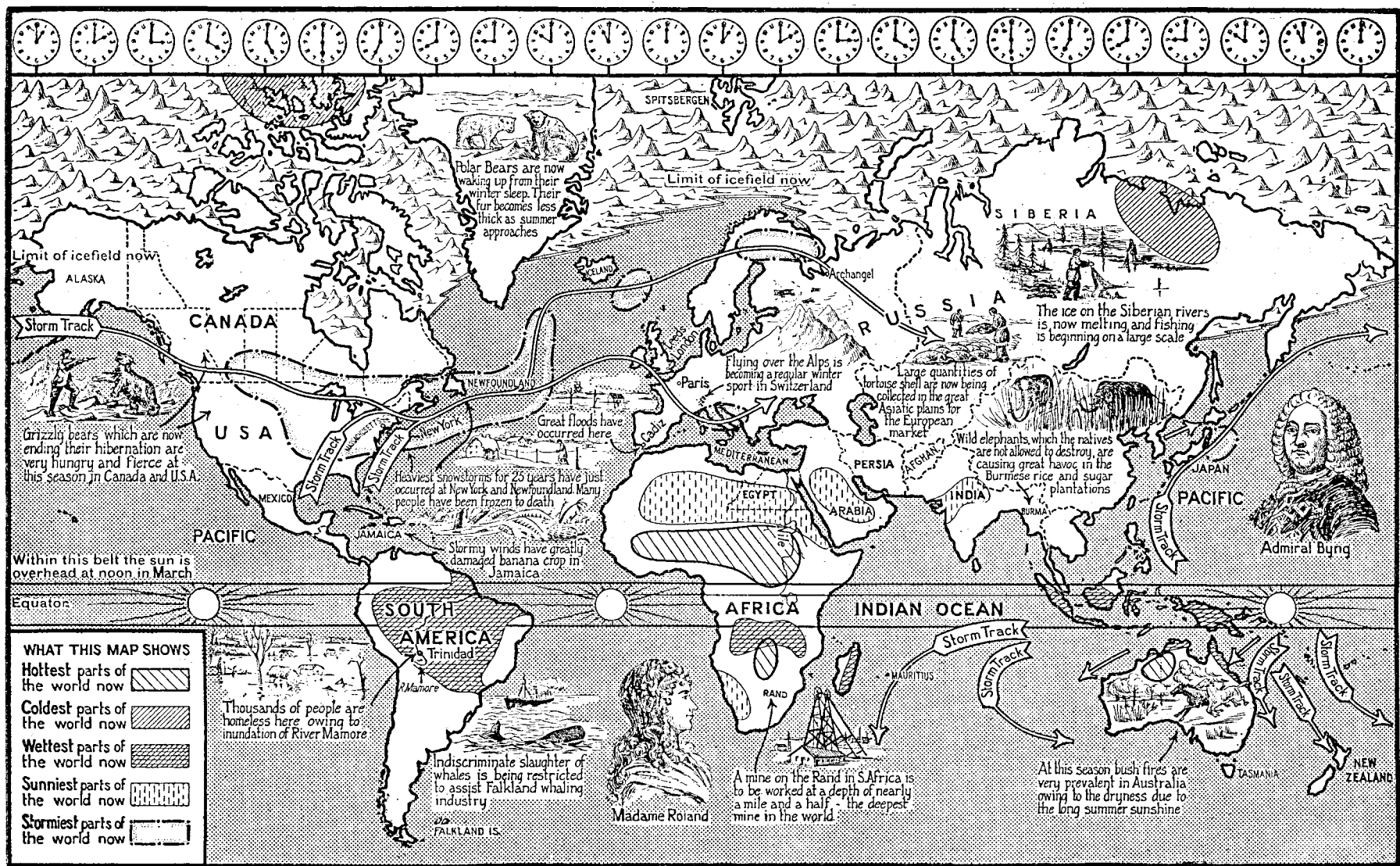


PICTURE-NEWS & TIME MAP SHOWING STORM TRACKS ALL OVER THE WORLD



**HOW TRISTAN DA CUNHA LEARNED THE NEWS Sailor's Visit to the Island**

In a recent article on the lonely island of Tristan da Cunha we repeated a statement made to us by a correspondent who is interested in the people on the island that the inhabitants did not know of the Great War till 1916.

A reader of the C.N. is good enough to send us a correction from Rugby. He says that the islanders certainly knew of the war on New Year's Day 1915.

He was then an apprentice on the British barque Inverneill, and on that day they passed about a mile and a half from the land.

About ten of the islanders put off in a boat and came alongside the barque. They had a number of sheep with them and all kinds of skins, which they bartered with the crew.

They were very anxious to get sail-cloth and needles, as their boat was getting shaky. They left the ship in the evening, and were watched from her till they landed safely. The captain of the Inverneill afterwards posted a bundle of the islanders' letters.

We are much obliged to our courteous correspondent for this information.

By the way, in reply to some correspondents, we may say that English is the language spoken on the island.

**HORSES FALL INTO A PIT Strange Scene in a London Street**

One of the busiest streets in South London collected a large crowd for four hours recently, watching the rescue of two horses from a roadway pit.

They were railway van horses, and they lost their nerve through their van skidding. As they shied one of them fell half-way down a wayside pit, five yards deep, and could not be hauled out. So the pole of the van was cut, and then the horse below pulled his mate down into the pit with him.

Eventually a steam crane hauled up both horses uninjured.

**THE WORLD'S UNREST Revolution in Persia**

Round the borderlands of the old Russian Empire the restlessness that keeps back settled peace continues.

In Persia, which has been harassed by threats of Bolshevism from the north and by the constant weakness of the central government, a revolution has taken place, but apparently it has not been designed to create more unrest, but rather to give firmness to the Shah's government, and so it has been received outside Persia with relief.

The Bolshevik invasion of Georgia from Russia in the north and Armenia in the south has met with a check owing to the energy of the Georgians in resisting their enemies; and there is a report that, while the Armenians who had succumbed to the pressure of Russian Bolshevism were giving help against Georgia, the objectors to Bolshevism in Armenia united and regained their authority.

If that is so, the Bolshevik movement outside Russia has been for the moment checked from the Black Sea to Persia.

**BIRD PILOTS' AN ENGINE Pigeon's Exciting Race with a Train**

Last summer, on the Midland Railway between Morecambe and Wennington Stations, a pigeon used to accompany the passenger trains. It would fly with the train close to the engine chimney, only leaving that position when a bridge was approached, and resuming it when the bridge was passed.

When the train stopped at a station it would either rest on the station roof or on a signal, or fly round for a little additional exercise, and then continue its race with the train when it moved on.

In the cold weather "the pilot," as the railway people call this companionable bird, ceased to make the customary journeys, but it has now returned and taken up its duties, or pleasures.

**PAST THE CORAL REEFS Twelve Hundred Miles Home From School**

Some time ago we gave a schoolgirl's account of her journey home for the holidays in British East Africa and Uganda. But it is excelled in distance, if not in variety, by the 1200 miles' journey home of an Australian girl from Sydney, in New South Wales, to the northern part of Queensland.

We made our way slowly out of the great Sydney Harbour, mist-wreathed everywhere, on a wet, windy afternoon.

Next day the weather had cleared when we steamed up the Brisbane River to Brisbane itself. On returning to the sea we turned northward, leaving blue hills in the distance sloping down to grassy level ground and still water fringed with mangrove trees and sandbanks.

In a few hours the Glasshouse Mountains were visible, a group of striking shape, showing a peculiar transparent effect; but we lost them in the mist of the afternoon.

Early next morning six schoolgirls, including myself, were on the captain's bridge while he pointed out the first coral island.

It lay low on the horizon, surrounded by a coral reef, on which the waves broke constantly in white foam. That was the beginning of the Great Barrier Reef, and all day we saw similar rugged, dark masses.

Our journey finished among island-studded expanses of calm, quiet sea, under the tropical sunshine.

And that is how some Australian girls make their way home from school.

**IN THE AUCTION ROOMS**

The following prices have lately been paid in the auction rooms for objects of interest:

A Louis XV table	£3150
Eleven-months-old shorthorn	£2205
Seven Louis XV armchairs	£2100
12 William and Mary chairs	£740
Pair of French candelabras	£693
A Louis XV inkstand	£252
British Guiana 4 cents stamp	£190
Old painting of Shakespeare	30s.

**WASTE NOT, WANT NOT Saving an Old Submarine Cable UNWINDING A MILE OF WIRE**

These are days in which the value of the most unpromising waste materials is fully appreciated.

An instance of how articles formerly regarded as useless may be saved for new uses comes from Cuba, where an old and damaged submarine cable, which would formerly have been allowed to remain at the bottom of the sea, has been drawn up and the steel rescued for further use.

This cable, which was a mile and a quarter long, was three inches in diameter, with an inner strand of steel an inch and a quarter thick. The other strands, very much frayed, were wound round this, and the problem was to know how to remove the outer strands quickly and economically.

For this purpose a very ingenious contrivance was devised. A length of iron pipe was welded into the rim of a small iron pulley or wheel, and then another length of iron pipe, wider than the first, was welded over that.

The outer strands of the cable were then separated for a few feet so as to allow the inner strand to be passed through the narrower pipe. The ends of the other strands were next forced through the spaces between the spokes of the pulley, and then, with the strands thus adjusted, the whole contrivance was revolved against the twist of the cable and pushed forward.

In this way the central strand passed through the inner pipe in a continuous line, and was coiled up as it came out at the other end, while the outer strands, coming between the spokes of the wheel, were snipped off at intervals by an oxy-acetylene gas flame.

Even the scrap is to be utilised, and the central strand of cable is as good as new.