

the places provided can do, for entrance to them can be gained only after a prolonged wait in the street. The situation is one peculiarly hard to meet, as the "plant" required for doing it would be idle for all except a minute part of the year, and its cost would be appalling to the already overburdened taxpayers. Difficulty, however, does not make a problem insoluble, and the ingenuity of "social workers" and engineers in combination should be able to find something better than we have now.

"Relief," in this case, is not that hopeless "tiding over into next week's misery" which so much which passes under that name is now realized to be. Severe cold, unlike poverty and sickness, is a condition that passes away of itself, and protection from it can be given and accepted without any measurable effect in the way of pauperization.

**Everywhere,
But Long
Overlooked.**

Although the metal aluminium has been known for almost a hundred years, it was for the greater part of that time little more than a laboratory curiosity or museum specimen, and the world is really indebted for this substance of peculiar virtues and many utilities not to its discoverer, but to the man who first found out how to make it cheaply.

That more important achievement gave a permanent place in scientific annals to an American youth of 22, and he, the since famous—among metallurgists—Dr. CHARLES MARTIN HALL, is now dead at the early age of 51. Like most inventors, he had to devote much of his energy and attention to the defense of his rights in court, but unlike many of them, he was successful in repulsing the many attacks on his interests.

It is a curious fact that though aluminium was so late in coming into use, it is the most abundant and widely distributed of all metals.

TOPICS OF THE TIMES.

**How Could a
New Trial
Be Refused?**

That there should have been so much difficulty in getting a new trial for LEO M. FRANK is strange not merely because the state of public sentiment and its violent expression at the time of the first one made it obviously next to inevitable that the man would then be convicted, whether innocent or guilty. That in itself, of course, usually gives the accused another chance for his life. In this case, however, it is a most remarkable fact that not until after the trial was over did the penciled notes found beside the murdered girl's body receive the amount and kind of study which they obviously deserved.

Since the trial it has been discovered that the notes were written not on paper then in use in FRANK'S office, but on some thrown away years before and to be found only among the rubbish in the cellar of the factory. That circumstance alone was enough to prove false the story that the notes were written in the upstairs office and at FRANK'S dictation, as the negro CONLEY asserted in the last of his many narratives. The attempt in them, also, to throw suspicion on a negro physically unlike CONLEY was one which the latter would naturally make, while for FRANK to do it there is no conceivable motive.

Again, in the notes there is the phrase "down here," meaning in the cellar, yet CONLEY insisted that the girl was killed in the office, and surely FRANK was intelligent enough to realize, if he were guilty, the absurdity, and therefore the danger, of so wording the notes as to require the assumption, if MARY PHAGAN did write them, that she did it after she was dead, for dead she was, according to the theory accepted at the trial, before her removal to the cellar.

The truth, demonstrable beyond reasonable question, is that CONLEY wrote the notes not at dictation, but out of his own dull mind, and that in them, by implication in part and in part plainly, he disclosed just how and where and by whom the crime was committed.

**Zeppelins
Worked
No Havoc.**

Standing out prominently in every account of the Cuxhaven "raid" is the fact that the much-vaunted and not little feared Zeppelins took in the lively little battle a wholly ineffective part and soon found the fire to which they were promptly subjected so hot that they could escape destruction only by flight, fast and far, from the scene. The aeroplanes, on the contrary, again proved themselves valuable auxiliaries of the real fighting machines—armored ships riding the water in the old-fashioned way. The submarines, not being able on either side to play their favorite, and perhaps their one, game, which is that of striking an unexpected blow in the dark, were seemingly reduced to performing the curious and humble task of rescuing such occupants of aeroplanes as descended, voluntarily or involuntarily, to an uneasy resting place on the waves.

It is true, or at least probably true, that Zeppelins of the latest, largest, and best-armed type did not participate in this encounter. It still cannot be said with certainty, therefore, that none of the rigid dirigibles can do any more than have done those already brought into use. The difference, however, between the new Zeppelins of rather vague report and the old ones, the potentialities of which have been revealed by experience, is in essentials seemingly only that of size. If that be so, they will only work a little more destruction of life and property similar in kind to that effected by their predecessors.

In other words, they can only drop a few more and a few bigger bombs on cities and ships not prepared for defending themselves against aerial enemies of this sort. That may be magnificent, though one has more than doubts, but certainly it is not war or of any military consequence.

The Zeppelin as it sails through the air is unquestionably an impressive spectacle, its comparative stability and greater lifting power give it several theoretical superiorities to the aeroplane, and the prophecies as to its abilities have created a lot of justifiable anxiety in civilian minds. But the Zeppelin as an instrument of war has still to begin the demonstration of its practical worth.

**New York
in a
Cold Wave.**

For the boon of having in none of its Winters more than a few days of really severe cold New York pays the penalty, unknown in more northern cities, of having a large minority of its inhabitants always unprepared for meeting the low temperatures when they do come. The result is that when there arrives a cold wave of the name, with the thermometer standing for several days not far from the point which we, clinging obstinately to FAHRENHEIT'S mistake, still call "zero," the members of that minority are exposed to cruel suffering and the municipal refuges ordinarily sufficient prove pathetically inadequate for meeting these rare but terrible emergencies.

It is a poor best that the managers of