

EDISON IS DEAD! HIS LIGHT WILL SHINE FOREVER.

The Greatest Inventor of All Time Dies Peacefully at the Age of 84. Didn't Want to Live When Told He would be an Invalid.

Thomas A. Edison died peacefully, just before dawn last Sunday morning, at his home, Hilltop estate, West Orange, N. J. His illness followed a sudden collapse August 1, but the cause was said to go back indirectly to an attack of pneumonia he suffered more than two years ago, which permanently weakened his health. He had been in a state of coma for three weeks prior to the end.

Mr. Edison was born February 11, 1847, at Milan, O., son of Samuel Edison and Nancy Elliott Edison. On his father's side he was descended from a Dutch family which emigrated to this country in 1737, while his mother's ancestry was Scotch. His family, particularly on his father's side, was noted for the longevity of its members. His great-grandfather, a New York banker of the Revolutionary period, died at 104; his grandfather died at 102, and his father at 84. Many years ago Mr. Edison announced he did not intend "to lower the family average."

Mr. Edison is reported to have spent only eight weeks in formal schooling and in that short period the sailing was none too smooth for the young genius.

"Some folks thought he was a bit addled, I believe," his father told many years later. "Teachers told us to keep him in the streets, for he would never make a scholar."

He was taken out of school at about the age of 8 and his mother, a New Englander by birth, who had been a teacher in a Canadian high school, took upon herself the task of giving him his early education. Under her tutelage the frail youth appeared to progress. At the age of 12 he had read a number of treatises on scientific subjects as well as such works as Gibbon's "Decline and Fall of the Roman Empire" and works of Hume.

EDISON PUBLISHES A NEWSPAPER ON THE TRAIN

Edison's entrance in the world of business was as a newsboy on the Grand Trunk Railway, selling newspapers and refreshments on trains plying between Port Huron and Detroit. A short time later he was also operating a newsstand, book store and vegetable market and employing eleven boys as assistants. The leisure moments which he found between trains were devoted largely to reading. Ambition to become an editor seized him when he was 15 and he conceived the plan of publishing a paper aboard a train. Discarded equipment which he purchased from the Detroit Free Press was set up in the baggage car of his train and the Grand Trunk Herald, said to have been the first newspaper published on a train made its appearance.

The paper, which Edison wrote, printed and distributed himself, contained news of the war, which was then in progress, and of any incident he believed would interest a traveling public. In a short time its circulation reached 400. Its fame, however, penetrated far beyond its field of circulation and it was copied by the London Times and the British dailies.

He continued with the venture nearly a year and then suspended publication only because the use of the baggage car was denied him by officials of the railroad. Some time earlier he had taken over a corner of the baggage car as a laboratory. While conducting an experiment one day Edison accidentally set fire to a side of the car and officials ordered him ousted. With him went his newspaper "plant."

A loan determined youth would have been discouraged, but Edison applied himself with greater determination to the sale of his newspapers.

The youth who was destined to contribute more to the world's wealth than any other man was without a job and without resources to assist him in obtaining one. Edison is an inventor and manufacturer. Mr. Edison's hearing became defective many years ago, and toward the end of his life he became quite deaf. The affliction was said to have proved a blessing rather than a handicap to the inventor by shielding him from noise.

The body of Thomas A. Edison was buried at Orange, N. J., after private funeral services at the Edison estate at Glenmont Wednesday. EDISON, AS SOME GREAT WRITERS VIEWED HIM

For weeks the people of America watched with affectionate anxiety Thomas A. Edison's courageous, unflinching fight against complicated illness.

The intellect and will power that have solved so many problems for the human race could not solve the problem that comes in the end to all—the great and to the insignificant.

For weeks rulers of the world, so-called, have inquired constantly, with sincere solicitude, concerning Mr. Edison's health.

Inquiries had come from the King of England, from Kemal Pasha, who rules in Turkey, and Mussolini, who rules in Italy, from the Pope, ruler of the greatest religious organization on earth, from every land, all expressing admiration for a great character and hope for his recovery.

This world-wide solicitude meant much to the great man's family, but nothing to the old man who had given to the world power and light, and who was lying feeble and helpless, the light of this world faded, his eyes fixed on the light of another world.

What a lesson for the world, for youth and maturity, for carelessness and for ambition in the last hours of a noble man.

He had no title except the name that his father and mother gave him, no fortune, although his work has created hundreds of millionaires. He had no ambition except to do good work. Deaf for many years, he rejoiced in the deafness that enabled him to avoid wasting time. It was like that of Beethoven—the deafness of genius, shutting out interruption by lesser minds.

How beautiful is a life of which it can be said that it was all devoted to good work for others. How proud and grateful the people of this nation should be that the humblest ranks of its citizenship produce such men as Edison.

Had Edison's mother given to the world a mountain of gold, or paid the debts of all the world's nations on the date of his birth, she would not have done for the world as much as when she gave to it the wonderful child with the high forehead, penetrating gray eyes and will power that drove the brain for eighty-four years.

Edison's character shines out so great, so powerful in its simplicity, that it diverts attention from the usefulness of his work, as the brilliance of the sun, when you look upon it, causes you to forget the work of fertility that it does here upon the earth.

Fame is even carving the name of Edison on the rock of immortality, where it will remain as long as memory and gratitude exist in the human race.

To enumerate the work done by Edison, the blessings conferred by him upon the world, seems almost to belittle him, who was in character, ambition, planning and desire so far above his own work.

But the mind craves facts, figures and definite statements. Edison is undoubtedly the world's greatest inventor. Others are known to fame, and deservedly made immortal, by one single great idea, producing the steam engine, the locomotive, the spinning jenny, the flying machine, the telephone.

Edison's inventive genius, which means the power to take wealth and happiness from the reserve forces of the mind, was manifold, unlimited. His inventions are said to have totalled thirteen hundred, and you may be certain that the last thought to be formed in the brain of the genius was thought of a new idea, a new plan to help and benefit human beings.

The greatest blessing of mind is light, a blessing that came to us in the beginning. "God said, let there be light, and there was light."

Thomas A. Edison, inspired child of a great Creator, said: "Let there be electric light," and there was electric light.

"And God divided the light from the darkness."

The darkness as it fell meant an end of useful work for the day. It was to the day's work what the darkness of death is to our short lives.

Edison conquered darkness, making the separation of the day from the darkness of night optional. He said to his fellow men: "Press that button, and your day shall continue until you choose to end it."

Millions work by the light that he gave to the world—the cities and their streets, factories, highways, are lighted by it.

God gave us the sun for the day-light hours, and He gave us Edison to provide another sunlight for the hours of night.

To the question: "What did Edison do?" this is feeble answer: He created the incandescent lamp which lights the world and its workers. He planned, installed and operated the first central power plant, which was the beginning and foundation of the world's electric industry.

By a very simple invention, he made practical in its early stages the use of the telephone—the invention, however, belongs to another, Alexander Bell.

Edison originated the moving picture and invented the phonograph. This article about him is dictated to a wax cylinder attached to one of Edison's dictating machines called the "Ediphone."

The list of Edison's inventions would be too long for enumeration in the space available here.

But in these days of unemployment and depression it is necessary to remind the world of what Edison has done to give work and to give wages.

At this time, thanks to Edison and Edison's ideas, there are employed in the electric industry of this nation alone, directly and indirectly, eight hundred thousand workers whose wages exceed one thousand million dollars a year.

The thinking, powerful, resourceful mind of Edison pays that significant sum to fathers and mothers, and to the support of their children, in this country, and will continue to do so through all time to come.

That is glory better than killing a million men on the battlefield, winning your way to high office, or piling up a huge and useless fortune for yourself.

Edison dies comparatively poor, while his genius pays in wages a thousand million dollars a year to those whom he never saw, and creates gigantic fortunes for those that understand what he never understood nor cared for—the exploitation of profit.

Such a picture should inspire the young with ambition, and the old with determination to do something, no matter how little, before the coming of the final darkness that no man can escape.

You see him in this picture as infant in the cradle, watched over by the mother to whom the world owes everything that Edison ever did.

You see him in childhood, a young boy carrying his being, bending over a Morse key, working long hours and thinking longer hours.

You see him in the prime of life, at work in his laboratory, the mysterious power of genius entering his brains from a source unknown to us, and distributed to the whole world. You see him in the last hours, and what happy hours.

Responsibility had been lifted. The work of a glorious life was done. The thanks of every human being on earth and of all future generations are earned.

And ahead, in the infancy of years, lies the real glory—the beauty and the reward in the land where light lasts forever and the good worker finds his reward.

The world honors Thomas A. Edison, as well it may and the mother who bore him.

STATES CHANGE COLORS ON AUTOMOBILE TAGS.

Thirty-one states will change the color combination for automobile license plates in 1932 and twenty-three different motifs will be used throughout the country indicating that almost every hue will be represented in next year's parade, according to a survey by the American Automobile Association.

There were 85 States to change the color combination in 1931 and a total of 95 different motifs were used. The national motoring body pointed out that 13 States and the District of Columbia will retain the 1931 colors, reversing them as to background and lettering, indicating a trend back toward standardization of colors. A total of 11 States and the District of Columbia retained the 1930 combinations last year.

Alabama, Missouri and New Mexico are the only three States yet to select colors for the 1932 plates.

The A. A. A. survey reveals that first rank will be divided between two color combinations, with white on black and white on blue each being adopted by six States. These color schemes will therefore predominate in 1932, with white on black retaining its 1931 position.

Second honor will go to the black on yellow, white on green and yellow on black combinations which will be each used by four States. Black on orange and white on maroon will each be used in three States, giving these combinations third place. Beyond these more standard color motifs, will be found a variety of colors used to identify the units in the nation's rubber-tire transportation system.

The Canal zone will use plates with black letters on a yellow background, while Hawaii will have a combination of yellow on green, Porto Rico, white on brown, and Alaska white letters on a dark blue background.

Following are the 1932 color combinations for passenger cars in all States, with the exception of Arkansas, Missouri and New Mexico.

Alabama, black on white; Arizona, white on copper; Arkansas, not selected; California, black on orange; Colorado, silver on black; Connecticut, white on blue; Delaware, old gold on blue; District of Columbia, black on chrome yellow; Florida, yellow on black; Georgia, white on blue; Idaho, black on orange; Illinois, blue on orange; Indiana, white on green; Iowa, white on maroon; Kansas, black on orange; Kentucky, white on maroon; Louisiana, white on red; Maine, white on green; Maryland, red on white; Massachusetts, white on red; Michigan, white on blue; Minnesota, gold on maroon; Missouri, gold on black; Montana, no selection; Montana, white on black; Nebraska, white on dark blue; Nevada, orange on black; New Hampshire, white on green; New Jersey, white on black; New Mexico, not selected; New York, yellow on black; North Carolina, black on gold; North Dakota, white on maroon; Ohio, white on blue; Oklahoma, yellow on black; Oregon, white on blue; Pennsylvania, blue on gold; Rhode Island, white on black; South Carolina, black on yellow; South Dakota, yellow on black; Tennessee, black on yellow; Texas, white on green; Utah, white on black; Vermont, blue on white; Virginia, white on black; Washington, green on white; West Virginia, white on black; Wisconsin, blue on yellow; Wyoming, cream on brown.

While one of the main objectives of the search will be to test the extent of deposits in the anthracite ridge coal fields, where veins are known to be more than 50 feet thick, the work also will include search for all sorts of minerals along the railroad routes.

The days of the "sourdough" are past in Alaska, but dredgers now are busy mopping up the low-grade ore near Nome and Fairbanks. The old Treadwell Mine, at Juneau, too, is going full blast and running its 19,000 tons of ore a day at profits of from 50 cents to \$1 a ton.

Working from headquarters in Anchorage, the survey will employ native prospectors, work with mining companies, and conduct its own researches. Work will begin as soon as the snows melt.

White mineral treasures may be uncovered in Alaska by a prospecting trip, 1931 model, and may even begin another romantic rush to the North.

The trip is to be conducted under the auspices of the United States Geological Survey and is to be financed from a \$250,000 appropriation by Congress "for continuation of the investigation of mineral and other resources of Alaska," along the only railroad owned and run by Uncle Sam, the Alaskan Railway.

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OUR VERY OWN FLOWER

If you should search Europe, Asia, Africa, Australia, and South America for a wild plant of the trailing arbutus, you would not find it. Many of our favorite and most beautiful wild flowers were imported long ago from abroad, and have become so well adapted to our climate that we look upon them as native, they are members of a family that is scattered over the globe, such as the daisy, wild rose, violet, dog-wood. But the trailing arbutus belongs to North America alone. It has a European cousin, the strawberry tree; but this can never be confused with our modest, trailing but beautiful little plant.

The Troquois Indians had a legend about the arbutus. They said that winter, a harsh old man, lived alone in his tepee; one day he made a vow that he would cause every living thing to perish with cold. Just at that moment a young girl—Spring—entered the tent. Winter greeted her politely enough but explained that he was about to freeze up the entire world, and she would be a victim.

"I am great!" he boasted, "I blast everything on which I look!" Spring was modest but unafraid. "It is true that you are great and terrible," she said, "but I have been sent here to cover the branches with leaves, and to bring the birds back to the forests." As she spoke Winter dropped off to sleep very suddenly and his icy hair melted, while his beaver-skin clothes turned into green leaves. Birds came and perched on his head. Spring caressed a bunch of arbutus which she held and went into the warm world, tucking pink and white blossoms among the leaves on the ground. She traveled slowly northward into Canada, and wherever her feet touched the earth you will find arbutus growing every spring.

GOLD RUSH MAY BEGIN

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