

## OPEN SHRINE TO DEAD EMPEROR

Strange Ceremony in Japan, Including Vaudeville, Marks Two Days of Worship.

**BUILDING COST \$10,000,000**

Impressive Manifestations of Loyalty Featured the Solemn Shinto Ceremonies—Voices Silent During Worship.

Tokyo.—After six years' labor and an expenditure estimated at \$10,000,000, the national shrine to the late Emperor Mutsuhito was opened recently with solemn Shinto ceremonies, and amid impressive manifestations of loyalty. For three days the populace of Tokyo celebrated the occasion. Every street was decorated with bunting, and from the humblest door lanterns were displayed at night.

The municipality gave a flower show and musical performances and theatrical performances in Hibiyu park, but for the most part the festivities were co-operatively organized by the citizens in different wards. At hundreds of central points stages had been erected, where vaudeville shows were given and there were fireworks both night and day.

Thousands From Country.

Over 250,000 persons from the country districts visited the city during the festival.

The shrine is a typical Shinto building of plain wood, and of the simplest possible construction. The opening ceremony was attended by over 2,000 persons and officials, and lasted about three hours. The central feature was the delivery to Prince Ichijo, warder of the shrine, of the name tablets of the late emperor, and their installation in the inner sanctuary.

Prince Kujo, a relative of the emperor, delivered a commemorative oration to which Prince Ichijo replied. The shrine was thereafter opened to the public and at least 500,000 people worshipped before it during the remainder of the day.

The scene where these multitudes of people were paying their respects to the memory of the dead emperor was impressive. The main entrance to the shrine is by means of a new and very broad road about two miles in length. Along this road all the day and evening two great strings of people poured, one going to the shrine, the other returning.

The whole of this roadway was

brilliantly lighted and decorated with flags and ornamental lanterns. But once the toll at the entrance to the shrine had been passed a great change came over the scene. The modern world was left behind, the gold and red ornamentation ceased and the rest of the way was made under the shade of gigantic pine trees, which might have been part of the virgin forests of old Japan.

Pilgrims were admitted in groups of about 200. Their journey ended in a small paved courtyard inclosed with a low wall. The shrine, a low, severely plain building, was opposite the gateway, and by the dim light of two large paper lanterns about a dozen white-robed priests were seen moving slowly back and forth within the doorway. They were sweeping up the coins that rained continually on the steps of the shrine.

Voices Are Silent.

Not a sound could be heard except the light hand-clapping of the worshippers calling on the enshrined spirit of the emperor. No human voice was heard. There was not even an audible prayer; in complete silence the multitude paid their respects to the spirit of Meiji and passed on.

On the two following days the shrine was again visited by hundreds of thousands, and the proceedings were enlightened by wrestling and other public entertainments near the shrine. The crown prince, on behalf of the emperor, worshipped at the shrine on the second day.

It is intended to associate the young men of Japan especially with the Meiji shrine. A huge stadium will be built in the grounds of the shrine, and it is expected that the principal athletic events of Japan will be contested there in the future.

Duke, by the Hour.

In Concord, Mass., there used to be a liveryman who rented horses for trips around the town, all his horses except one. Duke invariably was rented by the hour. One day, when the liveryman was about to retire on a good-sized competence, he explained: "Duke," he said, "illustrates the possibility of visible motion without highly visible progress." It should be understood that the liveryman dated back to the day of the Concord school of philosophy. "Duke," he explained, "makes no money by the trip, but by the hour . . . well, Duke when in good form can trot for five minutes in the shade of a tree."

The 157 Varieties.

Of the 157 varieties of passenger cars made in the United States, thirty-five come from Michigan. Indiana is next with twenty-three. Ohio has twenty-two. New York fifteen and Pennsylvania and Illinois are tied at ten each. There are 122 automobile manufacturing concerns outside of Michigan.

## STORMS BALK ASCENT OF PEAK

Mountaineers Make Daring Attempt to Climb Giant of the Himalayas.

**WILL RENEW ATTACK LATER**

British Explorers Get 21,000 Feet Up Mount Kinchinjunga and Are Compelled to Stop by Bad Weather—Encounter Difficulties.

Manchester, England.—A Manchester Guardian correspondent at Calcutta remarks that great interest has been aroused by an attempt to climb Mount Kinchinjunga, one of the giants of the Himalayas.

Harold Kaeburn, editor of Mountaineering Art, and C. G. Crawford of the Assam civil service, both members of the Alpine club, were known to be conducting preliminary explorations in the hope of finding an easy access to the summit.

More than one skirmish in the vicinity of Kinchinjunga was made, though the rains at the time were heavy and the ever-shifting ice fields in the mountains were likely to come down in terrific avalanches, making all climbing impossible without serious risk to life.

Their explorations led the climbers along the course of the Talung river, which takes its rise in the Talung glacier. Here they crossed streams, the bridges of which had been washed away, and passed impenetrable forests, through which they had to hew their way for several days. Undaunted by the rainy weather, they traveled almost straight north to Pamioghi, across the Giucha Pass, 16,430 feet, to the Talung glacier, which is almost immediately to the south of Kinchinjunga, and there obtained a glorious view of the mountains.

Encounter Great Difficulties.

The party returned to Darjeeling and made their final preparations, engaging coolies and large quantities of stores. The rains, however, were so severe that it was not until September 2 that the two explorers were able to get away. Traveling out by the Singalla ridge, they attacked Kinchinjunga on the southwest side and explored the glaciers. Access to the summit by that direction was found difficult, but the party persevered and eventually camped out at a level of 20,000 feet.

Here more difficulties were met and bad weather was experienced. Snow

began to fall and the expedition became increasingly hazardous. A further thousand feet was overcome, but at this point the attempt had to be abandoned.

The return was made by a new snow pass about 18,000 feet high. The weather was at first exceedingly bad, but conditions became better later. There was no rain on lower level, although occasional snow showers were met higher up. Considerable difficulty was experienced when returning, owing to the depth of new snows on the Sikkim side, which were probably due to the bad weather experienced in the latter part of September. Finally the party reached Darjeeling in the middle of October, having been away over a month. Both the explorers were greatly impressed by the peaks, but confident that, given good weather, the summit could be attained.

Attempt Made in 1899.

It is interesting to recall that a similar attempt was made by Douglas W. Freshfield in 1899. Mr. Freshfield was led to undertake the exploration by the fact that owing, as he says, partly to cost and the difficulty of travel in Sikkim and partly to the obstacle presented by the Nepalese frontier, no European had up to the end of the nineteenth century gone around the mountain. Even Sir Joseph Hooker did not approach near enough to explore the glaciers of the giant. As for official surveys, these, according to Mr. Freshfield, have alternately ignored and caricatured the glaciers.

Mr. Freshfield did not think much of his tour from a climbing point of view.

"It is, of course, impossible," he writes, "to go up and down 75,000 feet without some climbing in the popular sense of the word, but in the technically Alpine sense we had far too little mountaineering for my taste. Rope and ice-ax played but a very subordinate part in our journey."

Toy Train Was for Himself.

Louisville, Ky.—He was a middle aged man and had just bought a \$35 electric train.

And shall I send it for the little boy, or will you take it with you?" the clerk inquired.

"Little boy!" the man exclaimed. "That train is for myself. When I was a boy I missed the good things of Christmas time, and now that I am able to afford the things I missed in my childhood I'm going to have them. I'm going to have a lot of fun with this toy and then there will be the neighbors' children to help enjoy it."

Wrecked at Journey's End.

Anchorage, Ky.—Charles D. Yeager and wife, after an auto trip to Detroit and back, were seriously injured when their car was wrecked almost at the gate of their home. They were pinned under the wreckage for several hours.

## ALFALFA AS A REFRIGERATOR

Planted Around Farm Houses It Has Been Found to Reduce the Temperature Materially.

Refrigerators indoors are common enough, but it took the farmers in the Southwest to devise one for outdoor use.

A farmer who happened to plant a large field of alfalfa south of the farmhouse noticed during the hot summers that followed that his family did not suffer from the heat as did the neighbors. The thermometer showed a temperature five to ten degrees in his favor.

Someone suggested that it might be due to the alfalfa, tried the temperature just north of other alfalfa fields and found the same marked difference. Now the farmers of that region are planting alfalfa around their dwellings and enjoy summer temperatures that make a trip to the seashore needless, according to the Golden Age.

The cause of the coolness of winds passing over alfalfa fields is that the plant absorbs much moisture, the evaporation of which reduces the temperature of the air and lessens the summer heat in the adjoining land over which it blows.

The suggestion now is for farmers that wish to profit from the presence and the board money of summer vacationists to combine the profit and utility of alfalfa with higher rates from hot-weather boarders attracted by the coolness of the ten-acre refrigerator around the house.

Little by little men are beginning to learn how to utilize the means provided by a good Creator for their comfort and well-being.

Threaten American Industry.

Spain is one of the greatest iron ore centers of the world, shipping ore heavily to other European countries, as well as to the United States, and while it has some large iron and steel works, its output of the finished product has never been commensurate with its ore developments. Now, however, there is a well-defined project of the Krupps to set up a great branch at Bilbao, Spain, to manufacture agricultural machinery for the purpose of driving out of the market American companies who now have a large share of this business.

Inventor Ill Rewarded.

When Joseph Jacquard in 1801 invented the Jacquard loom for pattern weaving, making it possible for a common weaver to do the work hitherto done only by the most expert, there was great objection from the weavers, and on one occasion he was assaulted and narrowly escaped with his life. His only compensation for his valuable invention was a small pension.

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Van Camp Pork and Beans, No. 1, 2 cans	25c
Van Camp Pork and Beans, No. 2, 2 cans	35c
H. C. Corn, No. 2 can, 18c or 2 for	35c
H. C. Peas, No. 2 can, 18c or 2 for	35c
Alpine Green Lima Beans, No. 2 can	32c
Tomatoes, No. 2 can, 10c or dozen	\$1.10
Tomatoes, No. 1 can, 8c or dozen	95c
Carnation Milk, tall 15c or 7 cans for	\$1.00
Troy Milk, tall, 14c or 7 for	95c
Dime Brand Milk	20c
FRESH COUNTRY EGGS, dozen	60c
Kingan Sugar Cured Bacon, pound	33c
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Snowdrift Lard, 8 lb. can	\$1.60
Snowdrift Lard, 4 lb. can	80c
Flakewhite, 8 lb. can	\$1.60
Flakewhite, 4 lb. can	80c
Crisco, 9 lb. can	\$2.45
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