Doctor Richardson tells us there is nothing so wholesome for an active mind as to secure rest by variety of work. A man can do five or six times more than he expects if he varies his work. I have found that to be so in my own life. By varying his work a man obtains fresh spirits, and renewed powers for the duties of daily life.

There is so much that is discouraging and depressing in the world, that we must sometimes go forth, as it were, out of ourselves for fresh thoughts and fresh air. The greatest workers, when they go out for a holiday, are not idle; they find rest by change of occupation. Life is too short to admit of idleness in anybody.—Erskine Clarke.

Makes a Difference

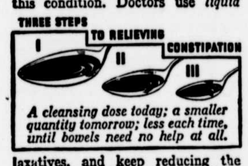
Theoretically, we dislike "yesmen," but when they are our satellites, we like 'em.

THE DOCTORS ARE RIGHT

Women should take only liquid laxatives

Many believe any laxative they might take only makes constipation worse. And that isn't true.

Do what doctors do to relieve this condition. Doctors use *liquid*



laxatives, and keep reducing the dose until the bowels need no help at all.

Reduced dosage is the secret of aiding Nature in restoring regularity. You must use a little less laxative each time, and that's why your laxative should be in liquid form. A liquid dose can be regulated to the drop.

The liquid laxative generally used is Dr. Caldwell's Syrup Pepsin. It contains senna and cascara — both *natural* laxatives that form no habit even with children. Syrup Pepsin is the nicest tasting, nicest acting laxative you ever tried.

Individual Problem

Legislation may lighten the handicaps of men a little, but it can do nothing for congenial inefficiency.

Beware Coughs
from common colds
That Hang On

No matter how many medicines you have tried for your cough, chest cold or bronchial irritation, you can get relief now with Creomulsion. Serious trouble may be brewing and you cannot afford to take a chance with anything less than Creomulsion, which goes right to the seat of the trouble to aid nature to soothe and heal the inflamed membranes as the germ-laden phlegm is loosened and expelled.

Even if other remedies have failed, don't be discouraged, your druggist is authorized to guarantee Creomulsion and to refund your money if you are not satisfied with results from the very first bottle. Get Creomulsion right now. (Adv.)

But We Must Continue

"Making the world safe." What a phrase! It never was.

OLD KING COLE
IS A MERRY OLD SOUL
NOW THAT HE EATS ROAST BEEF . . .
HE HAS HIS TUMS
IF HEARTBURN COMES . . .
THEY GIVE HIM *QUICK RELIEF!*

LEARN HOW TO EAT FAVORITE FOODS
Without Heartburn . . . Gas . . . Sour Stomach

MAKE the test that has switched millions to Tums. Munch 3 or 4 of them after eating a meal of your favorite foods or when too much smoking, hasty eating, last night's party or some other cause has brought on acid indigestion, sour stomach, gas, belching or heartburn. See how food "taboos" vanish. You are not taking any harsh alkalies which physicians say may increase the tendency toward acid indigestion. Instead a wonderful antacid that works in an unusual way, by dissolving only enough to correct stomach acid . . . just like candy. Only 10c a roll. At all drug stores.

TUMS FOR THE TUMMY
TUMS ARE ANTACID . . . NOT A LAXATIVE
Tums
GAY LINE CANDY TUMS FOR STOMACH DISTRESS 10¢
HANDY TO CARRY

PARKER'S HAIR BALSAM
Removes Dandruff-Stops Hair Falling
Imparts Color and Beauty to Gray and Faded Hair
60c and $1.00 at Druggists.
Hiscox Chem. Wks., Patchogue, N.Y.

FLORESTON SHAMPOO — Ideal for use in connection with Parker's Hair Balsam. Makes the hair soft and fluffy. 50 cents by mail or at druggists. Hiscox Chemical Works, Patchogue, N.Y.

CHERRY-GLYCERINE COMPOUND
For Coughs due to Colds, Minor Bronchial and Throat Irritations
JAS. BAILY & SON, Baltimore, Md.

Watch Your Kidneys!
Be Sure They Properly Cleanse the Blood

YOUR kidneys are constantly filtering waste matter from the blood stream. But kidneys sometimes lag in their work—do not act as nature intended—fail to remove impurities that poison the system when retained.

Then you may suffer nagging backache, dizziness, scanty or too frequent urination, getting up at night, puffiness under the eyes; feel nervous, miserable—all upset.

Don't delay? Use Doan's Pills. Doan's are especially for poorly functioning kidneys. They are recommended by grateful users the country over. Get them from any druggist.

DOAN'S PILLS

Drive to Save 38,000 Lives Begins

By WILLIAM C. UTLEY

ONE of every twenty of you who read this will be killed or injured in a motor vehicle accident within the next five years.

This is based upon the fact that one person out of every hundred was so killed or injured in 1934 and 1935. Further conclusions would indicate that, unless you are above the average in safety, one out of four of you will be injured within 25 years, and one out of five within 20 years.

Unless something is done about it! . . .

Something is being done about it, and there is not a person in the United States who is not invited, even urged, to do his share in protecting his own life and the lives of 125,000,000 other Americans. But first, a little more about the problem America faces . . .

Despite early indications that promised improvement in accident prevention, the year 1935 closed with the ghastly toll of deaths in motor vehicle accidents soaring to a new all-time mark. There were 36,400 traffic deaths, as compared with 36,101 for the previous year, 1934. From 1933 to 1934 these deaths—hideous, painful, messy deaths, most of them—increased 15 per cent.

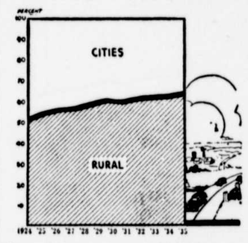
Snuffs Out Lives at Start.

In the last three years more than 10,000 children less than fifteen years of age went to their untimely deaths in traffic accidents—thousands more will never play ball, dance, write, read, or be able to pursue successfully the happiness that is every American's right, because they have been crippled or blinded of cruelly cut up.

What may come as a surprise to some is that fatal motor accidents in rural districts lead those in the cities by a wide margin. In 1934, 60 per cent of all such fatalities occurred in the rural districts, and the figure swelled to 63 per cent in 1935.

What to do about it? Perhaps we might take a lesson from the railroads. In the early days they were called "instrumentalities of the devil himself." Wreck after wreck—ghastly and deadly—threatened the very life of the roads. They had to do something.

They did. They set a definite goal of safety, of lives saved, which they were determined to reach. They installed better rolling stock, better roadways, improved personnel and safety devices. They educated their employees. They reached it. What that goal was, mathematically, is purposely left out, because it doesn't matter. What does matter is that the railroads established a definite objective and refused to give up until it was attained.



How cities and rural highways compare in fatal traffic accidents.

America has under way today just such a campaign to reach a definite objective. The war to save lives started January 1, and it is being conducted by the National Safety Council, with the co-operation of industries and federal, state, county and city governments.

Would Save 38,000 Lives.

This is a war to SAVE lives, not to destroy them. If it gets the co-operation of the American people, it will save 38,000. The definite goal is a reduction of 35 per cent in motor vehicle deaths by the end of 1940.

In the National Safety Council's campaign 36,400 motor deaths, the total for 1935, is taken as "par." During the first year of the drive (the present year) the goal is a reduction of 7 per cent in the number of these deaths, an actual saving of 2,548 lives, leaving a total of 33,852 deaths for the year 1936.

"The records of many cities and states during the past year justifies the belief that the goal can be obtained," says a report of the Council. "If a dozen states can reduce their fatalities all the way from 7 to 23 per cent in a year when the average was going up, as it was last year, other states should be able to effect substantial reductions by using the same intelligent accident prevention methods."

The "tools" for accident prevention are at hand, as will be shown. One of the chief problems facing such a drive is organization in areas of scattered population. It is not so difficult to cement and unify the interest of civic organizations where there are large masses of people, as there are in the cities. But it is in rural districts that 63 per cent of the fatal accidents occur. True, much of the corrective work for these districts can be administered from state capitals, but in the final analysis the reaching of the goal lies with the individual.

An Educational Campaign.

For the very reason that it IS individual acceptance which can make or break the campaign, it will be largely an educational one. It will be localized for each state, and for virtually each city, maintaining co-operation with public officials, traffic safety leaders, safety groups, educational heads, civic organizations and individuals. It is planned to co-ordinate much of the existing safety effort along lines which will make that effort permanent and consistent, rather than spasmodic.

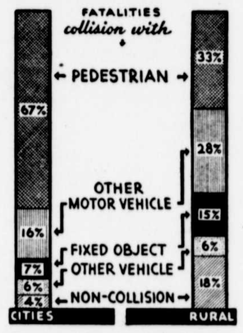
Smashups on rural highways caused 63 per cent of the 36,400 traffic deaths during 1935. Below a typical accident scene are shown W. W. Cameron (left), managing director of the National Safety Council, and Dr. C. H. Watson, president, signing resolution starting campaign to cut fatal motor vehicle accidents 35 per cent by 1940.

New ways of appealing to the individual motorist, to arouse a sense of responsibility and sportsmanship, are being sought. State-wide school programs are being started. Organizations, under the leadership of the National Safety Council, will urge the adoption of uniform laws, including standard drivers' license legislation, and adequate administration of law-enforcing bodies. They will attempt to standardize accident reports, provide for more complete statistics and their interpretation. One of the important steps will be to make available to the country at large the engineering and educational technique of the states and cities now doing outstanding work.

The National Safety Council will place eight field men in key points of the United States to co-ordinate the work. Booklets, written in popular style and explaining the methods of successful campaigns along engineering, enforcement and educational lines, will be prepared for nationwide distribution. Services to newspapers will be improved and expanded. Co-operation will be maintained with the General Federation of Women's Clubs, the National Congress of Parents and Teachers, and the International Association of Chiefs of Police.

Only Five States Still Out.

As this is written 43 states and the District of Columbia have "endorsed the campaign and pledged their wholehearted support." Executives of the National Safety Council expect to have all 48 states behind the drive within the next few weeks.



Deaths caused by various types of motor vehicle accidents in cities and on rural highways.

Some of the things already accomplished by the drive, even in its present infancy, make an imposing list:

In Maine, the system of standard accident reporting is being promoted.

Governor Wilbur L. Cross, of Connecticut, has appointed a "Committee of Seventeen" to carry on a safety crusade.

A bill has been introduced in the New York legislature to create a "Board of Safety First."

Arnold H. Vey, Traffic Engineer in the New Jersey department of motor vehicles, has just submitted proposed constitutions and by-laws for the New Jersey Safety Council.

Governor A. B. Chandler of Kentucky has delegated the adjutant general to formulate a statewide safety program.

Indiana has started a $100,000 WPA safety campaign.

N. Y. A. Assists in Michigan.

Governor F. D. Fitzgerald, of Michigan, has appointed a State Safety Council and plans are under way for the expenditure of $40,000 in National Youth Administration funds to conduct a safety project.

A state safety director is to be appointed immediately in Wisconsin.

The newly organized Iowa Safety Council is already making considerable headway.

Safety Director Asher Frank, of Florida, recently conducted a two-day state-wide safety conference.

A permanent state safety commission is being formed in Oklahoma, growing out of a three months' highway safety campaign.

A state safety director has been appointed in Nebraska.

New Mexico plans a state-wide safety conference.

California, Massachusetts, Pennsylvania, Delaware, Illinois, Minnesota, Kansas, and other states are at work on safety programs.

Save 2,548 lives this year; 38,000 in five years!

It can be done. In the formal resolution, signed by Dr. C. H. Watson, president, and W. W. Cameron, managing director, the National Safety Council "invites the co-operation of interested organizations and agencies to the end that during the five-year program at least 38,000 lives shall be saved and the killing and maiming of little children and all our people shall cease upon the highways."

The campaign should not only save lives; it should materially decrease the number of injuries. More than a quarter of a million persons last year escaped with their lives from traffic accidents, but bore the marks of injury. More than 150,000, however, will be crippled to the end of their days.

Suggestions From Harvard.

Doctor Miller McClintock of Harvard university says accidents are caused by four types of conflicts on the highways, regardless of speed (which affects only the severity of the accident). They are:

1. Overlaps in the paths of approaching vehicles—head-on collisions, etc.
2. Overlaps between the moving vehicle and objects at side of road—impact with parked cars, bridge abutments, etc
3. Intersection accidents.
4. "Internal stream conflict" due to the difference in speeds of vehicles moving in same direction.

Overcoming the Difficulties.

The proper highway would overcome all four of these basic difficulties, says Doctor McClintock. Its requirements would be:

1. Physical separation of the two streams of traffic moving in opposite directions. The new roads with parkways down the middle meet this requirement.
2. Traffic lanes reserved for moving vehicles only. There would be no parking.
3. No grade crossings for any type of intersectional traffic.
4. Sufficient number of lanes for the segregation of fast and slow vehicles and provision for acceleration and deceleration lanes.

Of more immediate importance are the clarification and enforcement of existing safety codes, especially as they concern the individual who is not likely to be working directly with one of the organizations engaged in the campaign.

"The battle can be won," says Mr. Cameron, "if every person will take it upon himself to drive carefully, keeping his eyes on the road and his mind on his driving; obey the laws and support law-enforcement officials; maintain a safe speed at all times; keep his car in a safe condition; observe the rights of pedestrians and children; be courteous and sportsmanlike, and set a good example to others."

That's the challenge. It's up to the individual.

© Western Newspaper Union.

FLOYD GIBBONS Adventurers' Club

Hello, Everybody!

"A Girl and a Ghost"

By FLOYD GIBBONS
Famous Headline Hunter.

AND I'm certainly glad you didn't drop dead, Mary Greene, the night a ghost walked right into your bedroom.

Pull up your chairs a little closer, boys and girls, turn the light down low and listen to Mary's true ghost story. It is worth listening to.

When Mary moved out to a farm she was in just the sort of a mood that ghosts like. Her school work had made her nervous and sickly, and her parents decided that she needed a rest and fresh air. So they packed her off in April, 1925, to a farm owned by friends.

Now Mary always has had a horror of ghost stories and it was ghost stories that this farmer doted on. Mary says his bedtime stories always told of weird happenings at midnight—of shrouded figures with clanking chains—of ghostly faces peering into windows—weird cries, footsteps and unexplained thumpings on walls.

One night, Mary says, after a particularly hair-raising series of horror stories, she climbed the wooden stairs to her bedroom with more or less fear and trembling. She was nervous and lay sleeplessly in bed, watching the moonbeams throw ghostly patterns on the floor. The rest of the family had gone to sleep long since.

The Night Was a Deathly Quiet One.

The night was one of those intensely quiet ones, peculiar to the country. Not a breath of air stirred and the leaves on the trees in the yard might have been painted for all the noise they made. Once in the distance, a far-off train whistled and the screaming note, as it died down, made the silence all the more impressive.

The grandfather clock downstairs began to strike—its slow, sonorous notes sounded to the girl in bed like the mournful pealing of a church bell—tolling the service for the dead!

She counted the strokes carefully. At eleven she held her breath and hoped it would be the last. And as she listened, hoping against hope that the hour she dreaded would not strike, a dog howled in the distance.

The Witching Hour Brings Horror to Mary.

She shivered and drew the bedclothes over her head. And as she did—the clock struck TWELVE. Mary says the last notes of midnight had hardly died before she heard other sounds that brought her heart into her mouth in abject terror. Eeach sound seemed, to the terror-stricken girl, more horrible than the other.

In the Moonlight She Saw a Figure in White.

Stealthy footsteps were coming up the stairs. Chains clanked dismally and in the silence of that awful night she heard plainly the thump, thump, thump of a heavy object being dragged through the silent house.

And the awful sounds were soon upstairs! She heard them coming toward her room. She sat up stiffly in bed and wet her lips—dry from horror—resolved to cry out. Finally words came but the weak, squeaky voice sounded strange and unlike her own.

"Who's there?"

The Intruder Was "Silent as a Ghost."

Silence. The noises stopped but as the terror-stricken girl listened, she was sure she could hear something breathing just outside her door. The door was closed but unlocked and as she stared, her heart almost stopped beating.

The door moved!

Mary, now beside herself, tried to scream. She opened wide her mouth but no sound came from her parched throat. Stiff and rigid—her bulging eyes staring in terror, she waited for the worst! And it was not long in coming.

Her door slowly opened—in the bright moonlight, she saw a figure shrouded in white—and as she sat there, too tense even to faint, the thing approached her bed!

Visitor From the Grave Is Too Much for Mary.

She took a deep breath—as persons in great danger often do—and—horrible as it is to relate—into her nostrils came the overpowering odor of the grave. The sickening stench of death.

Wow! That was the straw that broke the camel's back. And it is all that Mary remembers.

But she knows she must have screamed because a scream brought the farmer into her room on the run with a shotgun that hadn't been off the wall since Armistice day.

The minute the farmer sniffed the ghost—I mean the goat—he knew what had happened. That pet billy-goat of his had gone and pulled his stake and dragging stake and chain after him, had come right into the house.

Mary Says Ghosts Still Get Her Goat.

And not only that—Billy had pulled one of his old tricks—robbing the clothes line—and there, on his soiled back, trailed one of Ma's nice, clean bed-sheets!

But that isn't what got Mary's goat. What burned her up was that the farmer seemed more concerned about who left the back door open than he was about her nearly dying of fright.

"I don't dislike goats any more," Mary ends her interesting letter, "I hate them."

And that goes for me too, Mary. I'd rather smell a ghost any day.

©—WNU Service.

Shanghai: Market Place for Half of the People of China

200,000,000 Inhabitants of the Yangtze Basin Make Business for City.

A new 130-mile highway recently opened between Shanghai and Hangchow forms a modern link between the famous Chinese seaport and the vast Yangtze basin of which it is the leading market.

"It is doubtful whether there is another extensive region of wealth in all the world where the people depend to as great an extent upon a single market as do the inhabitants of the Yangtze basin upon Shanghai," says a bulletin from the Washington (D. C.) headquarters of the National Geographic society. "Approximately 200,000,000 people, half of the population of China, live in the fertile area. Their needs, beyond those supplied directly by the prodness for Shanghai.

Mixture of East and West.

"Though living and growing by the commerce of the Yangtze, Shanghai is not actually on that great waterway. It is located, instead, some 13 miles up the murky Whangpoo, a tributary of the Yangtze.

"Even before setting foot on the spacious, bustling Bund, the traveler, who has pictured Shanghai in his mind as a typical Chinese city, is bewildered by its cosmopolitan atmosphere. Foreign commerce has had much to do with delivering the city from the Whangpoo marshes. Clusters of matting-covered sampans and the gaudy bows of clumsy junks lend an aspect of the Orient to the river panorama, but they mingle with motor boats and steamboats of the latest design.

Rose Out of Whangpoo Flats.

"The skyline marks Shanghai's waterfront also breathes an atmosphere of the West. Until the turn of this century, low commodious Chinese buildings of two and three stories served the majority of the business concerns, but the introduction of excellently equipped modern offices has initiated a period of extensive building. The tendency of the city's building program has been skyward in the last few years because of congestion in the business areas brought about by meteoric trade expansion.

"A short walk from 'new' Shanghai, however, demonstrates to the traveler that the city has not discarded all things Oriental. In the Nantao district, on the southwest side, one can readily imagine that conditions have been little altered since the first foreign firm marked out its business site in the muddy Whangpoo flats.

"The Chapei district, which recently was a place of world interest when it was the battle ground during the Sino-Japanese incident, also is a native quarter, but it is somewhat more modern and progressive than Nantao.

"The foreign settlements constitute the focus of Shanghai, particularly among foreigners, for in them have been loosed the remarkable incentives and expanding forces that have built this modern seaport. The so-called American settlement was incorporated with the British in 1863 and is known as the International Settlement. The French have chosen to remain apart, and administer their own concession. The administration of the International Settlement has been a unique experiment. The municipal council or governing body is composed of a group of members elected by the taxpayers of American, British, Japanese and Chinese nationalities. There are 15 members. The settlement has 1,008,000 people. Paving, policing, planning—a multitude of tasks—face the paternal body which, gratis, guards the interests of international Shanghai. Seventeen other men handle the affairs of the French concession."

Cactus in Ethiopia Came From Somewhere in America

American barbed wire manufacturers are said to be refusing orders from the belligerent powers in Africa. But something from America, almost as wicked, was at the front long before Romans and Ethiops began taking pot-shots and spear-jabs at each other. Cactus is figuring in news pictures from the Ethiopian war zone. Machine-gun nests are shown flanked or half-camouflaged by huge plants of flat-jointed prickly pear bristling with spines—menacing alike to Italian uniforms and Ethiopian chammas, not to mention the legs and arms beneath them.

All true species of cactus are of American origin. The prickly plants were unknown in the Old world before the voyages of Columbus. But once cacti were introduced from Mexico and South America they became established all around the Mediterranean shores in amazingly quick time, and from there they spread throughout the dry lowlands of northeast Africa and southern Asia, until now they seem normal, native parts of the landscape.

Rarely Happen

All who expect lives of joy without winning it believe in miracles.

Find Out

From Your Doctor if the "Pain" Remedy You Take Is Safe.

Don't Entrust Your Own or Your Family's Well-Being to Unknown Preparations

BEFORE you take any preparation you don't know all about, for the relief of headaches; or the pains of rheumatism, neuritis or neuralgia, ask your *doctor* what he thinks about it — in comparison with Genuine Bayer Aspirin.

We say this because, before the discovery of Bayer Aspirin, most so-called "pain" remedies were advised against by physicians as being bad for the stomach; or, often, for the heart. And the discovery of Bayer Aspirin largely changed medical practice.

Countless thousands of people who have taken Bayer Aspirin year in and out without ill effect, have proved that the medical findings about its safety were correct.

Remember this: Genuine Bayer Aspirin is rated *among the fastest methods yet discovered* for the relief of headaches and all common pains . . . and *safe* for the average person to take regularly.

You can get real Bayer Aspirin at *any* drug store — simply by never asking for it by the name "aspirin" alone, but always saying BAYER ASPIRIN when you buy.

Bayer Aspirin

Might Break an Arm

You can't push yourself ahead by patting yourself on the back.

GOOD LIGHT Every Night WITH A **Coleman LANTERN**

THIS is the little Coleman Lantern with the big brilliance. It lights instantly and is always ready for any lighting job, in any weather. Just the light you need for every outdoor use . . . on the farm, for hunting, fishing, outdoor sports. Has genuine Pyrex bulge-type globe, porcelain ventilator top, nickle-plated font, built-in pump. Like Coleman Lamps, it makes and burns its own gas from regular gasoline. It's a big value, with years of dependable lighting service, for only $8.95.

SEE YOUR LOCAL DEALER — or write for FREE Folder.

THE COLEMAN LAMP AND STOVE CO.
Dept. WU150, Wichita, Kans.; Los Angeles, Calif.; Chicago, Ill.; Philadelphia, Pa. (5150)

THE POOR RICH

"I'd never have married you except for your money."

"Yes, that's another disadvantage in having wealth."

That's Something

"Do you have much variety at your boarding house?" "Well, we have three different names for the meals."—Tit-Bits Magazine.

Smiles

Can't Eat 'Em and Have 'Em

"Go on, Johnny, eat up your crusts. There may come a day when you'll be glad of them."

"O. K. Then I'll save 'em till then."

A Careless One

He—You're good at conundrums, try this one.

She—Sure, go ahead.

He—Take away my first letter, take away my second letter, take away all my letters, and I am still the same. What am I?

She—That's easy. You're a mail-carrier.—Milwaukee Medical Times.

Skipped His Tub

Old Lady to Old Tar—Excuse me—do those tattoo marks wash off?

Old Tar—I can't say, lady.—Stray Stories Magazine.

Dew Tell

Teacher—Who knows where dew comes from?

Boy—The earth turns so fast it perspires.

Prof Knew Doc

Doctor Guberpea—An awful lot of girls are stuck on me.

Professor Cornpone—They must be an awful lot.

So What's He to Do?

"Are you in the habit of speaking to girls you don't know?"

"Yes. The girls I do know won't speak to me."—Answers Magazine.

Poor Burglar

Chief—While I was out with some of the boys the other night a burglar broke into our house.

Yeoman—Did he get anything?

Chief—I'll say he did—my wife thought it was me coming home.—Pennsylvania Keystone.

WRIGLEY'S SPEARMINT THE PERFECT GUM
AIDS DIGESTION

English Names of Months Are of Latin Extraction

The months of the year received their English names from corresponding Latin names. Those from September to December were called from the numerals septem, "seven"; octo, "eight"; novem, "nine"; and decem, "ten." September was the seventh month when the year began with March. July was formerly called Quintilius, from quintus, "fifth"; but when Julius Caesar reformed the calendar, he changed the month's name to Julius in his own honor. Julius became July in English. Similarly, Sextilius, from sextus, "sixth," was named Augustus after the emperor of that name and became our August. January was named from Janus, god of entrances. February is derived from februa, a festival of purification held in that month by the Romans. Martius is the month of Mars, who was originally a god of agriculture, his month being the one when crops were ordinarily planted. The origin of April is not known. May is named from Maia, the mother of the Roman god Mercury. June is derived from Juno, the goddess of women and of marriage. The week, consisting of seven days, is a unit of time dating from prehistoric antiquity.

Each of the seven days corresponds to one of the seven moving heavenly bodies then known, and may have been set apart for the worship of a corresponding god or goddess. Sunday was the sun's day; Monday, the moon's day; Tuesday, Mars' (Tues in Norse) day; Wednesday, Mercury's (Wodan's) day; Thursday, Jupiter's (Thor's) day; Friday, Venus' (Frela's) day; and Saturday, Saturn's day. — Indianapolis News.

The Chapbook

A chapbook was one of the pamphlets formerly sold in Europe and America by itinerant agents or chapmen. The price of a chapbook was low—in England often a penny. Like the broadsize, the chapbook was usually anonymous and undated. The text commonly was addressed to such readers as those who purchase tabloid newspapers.

The First Lighthouse

The Pharos of Alexandria, one of the Seven Wonders of the Ancient World, was perhaps the first lighthouse. Upon the top of a 400 foot tower built on an island just off the Egyptian city, two wood fires were kept constantly burning. Candles were next used to furnish warning signals, followed by lamps burning first whale oil, then kerosene, kerosene oil vapor, acetylene gas, and now electricity.

Saint Joan of Arc Was a Gentle Peasant Girl

Saint Joan of Arc, a gentle peasant girl who led the soldiers of France to victory at the siege of Orleans, was born in the village of Domremy, in 1412. While her brothers and sisters were sent out into the fields with their father, her mother kept Joan at home for the spinning and weaving. Thus she grew to strong and comely girlhood, known throughout the village for her gentleness, charity and piety, notes a writer in the Philadelphia Record.

Driven by visions (revelations from Heaven she believed them to be) to leave her home and make her way to the court of the uncrowned king of France, she prevailed upon him to accept her as the rescuer of his country. Clad in full armor, with sword and banner, Joan of Arc was mounted on a charger at the head of the French troops. Fired by her courage, they marched on Orleans, defeated the English and then marched on to Rheims.

There, with Joan at his side, Charles VII was crowned king of France in the cathedral which was damaged almost 500 years later by the Germans in the World war. Joan's success was short lived, for in May, 1430, she was captured by the English, imprisoned for a year and on May 30, 1431, she was burned at the stake in the market place at Rouen. Twenty-five years later she was found innocent of the charges against her, and in 1919 she was declared a saint. Today she is one of the heroic figures of history.

Water Used for Money in Australian Drouth

Sydney.—Water has been used as currency during the recent drouth in the goldfields at Tennant's Creek, central Australia.

Seven miles from the settlement is the only well that can be relied upon to supply the thirsty miners and their families. Each day, with the drawing of several thousands of gallons, the well runs dry. To obtain the life-giving fluid families must arrive early and they do. Water vessels are filled, blankets and rugs are soaked and the water queue has become a part of goldfields life.

Nowhere else within a radius of 50 miles is there really good drinking water to be found. All the other water holes have dried up months ago, for Tennant's Creek has had only one fall of rain in six months. Feverish attempts to locate water by boring have resulted in finding only brackish fluid too heavily charged with salts to be of use even for washing.

So water has become a form of exchange. A carpentering job was recently paid for in 80 gallons of water. If you have an odd gallon or two shopkeepers will give you goods for it, confident that they will not have to keep it long.

Calf Mothers Rabbit

Columbia, Mo.—A strange friendship is that of Sabra Ann Gordon's calf and a white rabbit. The two animals are together constantly. The rabbit sleeps between the calf's feet.

Expresses Once Carried Letters

Newspapers in Boston alone at one time carried the advertisements of more than 200 local expresses which would carry letters as well as parcels to every town of importance in the surrounding territory.

Brought First Negro Slaves

The ship that brought the first negro slaves to North America was the Treasurer, commanded by Capt. Daniel Elfrith, which landed at Jamestown, Va., in 1619.

Cleaning Parchment Diploma

A parchment diploma may be cleaned if it is not too soiled by rubbing lightly with art gum, which may be purchased from any art dealer. Another method is to use pieces of freshly baked bread with the crust cut off. For grease spots apply Fuller's earth. Rub it into the stain and then brush off.

Libyans White

The Libyans of North Africa are distinctively a white race with dark curly hair.

Varied Theft

The African native has five different words in everyday use to describe five different forms and shades of stealing. 1. To pick up (what is not your own). 2. To take (other people's things). 3. To pilfer. 4. To steal. 5. To plunder.

Depth of Arctic Ocean

The mean depth of the Arctic ocean is about 3,800 feet, while it is known to be more than 13,000 feet deep in some places.

Discovered Brazil

In 1500, Alvarez Cabral discovered Brazil. One of the nautical instruments he used was the armillary sphere, which consists of several brass rings, all of which are circles of the same sphere, and designed to represent the position of the celestial bodies. The center of the Brazilian flag is occupied by a sphere and a portion of circle.

Galilee Small

The Lake of Galilee is not quite 13 miles long, and 8 miles at its widest.