

SUCH IS LIFE—Why He Turned the Sign



By Charles Sughroe

Dark and Light Lilac Motif for Embroidering on Your Bedspread



PATTERN 1152

Dark and light lilacs, tied with a flourish into the loveliest of floral sprays, is far and away the nicest—and easiest—flowery touch one can give a bedroom. Even an amateur will find the large spray easy to embroider on a bedspread with four smaller sprays on the bolster, or scarf ends. The flowers are entirely formed of lazy-daisy stitch and French knots, the leaves of blanket stitch—the rest is in outline. With cotton or rayon floss the designs are seemingly done in no time, in shades of lilac, orchid, or palest yellow.

Pattern 1152 comes to you with a transfer pattern of a motif 18 by 21 inches and two reverse motifs 4 by 5 1/2 inches. Color suggestions; illus-

trations of all stitches needed; material requirements. Send 15 cents in coins or stamps (coins preferred) to The Sewing Circle, Needlecraft Dept., 82 Eighth Ave., New York, N. Y. Write plainly pattern number, your name and address.

The Restless Mind

The restless mind of man cannot but press a principle to the real limit of its application, even though centuries should intervene between the premises and the conclusion.—Liddon.

No Passenger Lost by Rigid Air Lines

All Landed Safely Even in Zeppelin's Early Days.

Washington.—Since Count Zeppelin began to carry passengers in crude small craft, around the turn of the century, no single passenger has been lost in commercial airship service and about 800,000 have been carried, including those on short sight-seeing hops here and abroad. An airship, the Graf Zeppelin, has circled the world in 21 days and another, the Norge, crossed the North pole.

On the debit side of the ledger stand the spectacular losses of huge military and experimental ships.

The British started on an ambitious airship construction program of their own. The ZR-2, which had been purchased by the United States, fell into the Humber river, just as it was about to be delivered in August, 1921, caus-

ing the death of 34 persons. The R-34, which had electrified the world by her crossing of the North Atlantic in July, 1919, under command of Major G. H. Scott in 63 hours, to blaze that trail for lighter-than-air craft, was blown to pieces in a gale while moored at her mast at Howden, in January, of that year. Fortunately, no one was on board.

The R-100, first of two proud 5,000,000 cubic foot ships to fly for England, made the North Atlantic round trip in 1930, crossing to Canada and return. In October of that year her sister ship, R-101, crashed into a hill at Beauvais, France, when on a demonstration flight to India and 46 British officers and men, including some of the aviation leaders of the empire, were killed.

Crashed into Hill. In December, 1923, the French suffered the loss of 52 lives in the crash of the Dixmude off the Sicilian coast while she was on her way to Africa.

The Italia, carrying General Umberto Nobile and fellow-explorers, fell during a flight to the North pole in May, 1928, and eight persons were killed. In the United States the record of losses has been even greater. The Roma, built in Italy but assembled in this country and under test for the United States army, dived out of control when a rudder cable broke at an altitude of 1,000 feet, fell into high-tension wires and 34 lives were lost in the resultant fire.

In September, 1925, the ZR-1, the Shenandoah, in commission for the navy, broke in two during a squall near Caldwell, Ohio, and 14 were killed. Akron and Macon.

The Akron, first of the two 6,500,000-cubic-foot airships built for the navy by the Goodyear Zeppelin corporation at Akron, in the world's largest building, was christened August 8, 1931, and commissioned October 27. On April 4, 1933, caught in severe squalls off the New Jersey coast, she broke in the sea and was lost. There were only three survivors.

Less than three weeks later her sister ship, the Macon, made her maiden flight, staying up 12 hours and giving an excellent account of herself. But on February 12, 1935, she too was lost at sea, going down in the Pacific off the California coast. Fortunately, only two of her company were lost.

On the favorable side of the account stand many fine flights by rigid airships, however. Both the Akron and the Macon, while in commission, made long flights, crossing the continent and flying along the coast lines in all sorts of weather.

Meantime, abroad, the Graf Zeppelin had begun the series of flights which has been chiefly responsible for the abiding faith which German experts and many American authorities hold in lighter-than-air craft.

A Purpose
The world needs each one of us for a definite purpose which we alone can fulfill.

WRECKING HEALTH

By LEONARD A. BARRETT

Many of our ills are imaginary. We have convinced ourselves that we are the victims of a certain malady which a medical examination may show does not exist. The obligation of guarding our health is something we owe not only to ourselves but to our friends and family also. An annual examination by the family physician will eliminate, in many cases, imaginary ills. There is no habit more menacing to health than worry. It is like sand in cog wheels—it soon stops the machinery. Most of our worries are imaginary. The thing we worry over may never happen. If it does occur, the strain upon our nerves due to worry will make us that much less efficient in solving the problem when it does arise. The elevation ahead of us appears very steep as we motor across country, but we are up and over the hill before we know it. From a distance the hill appears very steep, but as we approach it, it seems to disappear. So with many of our problems when we brave-



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SHE HAS AN ODD JOB



Margery Locke of England is shown leaving London en route to Belgrade, where she has the peculiar job of advising little King Peter of Yugoslavia in his choice of movie pictures. "Film lessons" are rapidly becoming features of the English educational system.

ly and sincerely march straight up to them. Persons are inclined to take their responsibilities to bed with them. This is the very worst thing to do. There is no easier, no more certain way of wrecking one's nervous and mental health. "Sleep is nature's balm restorer." It should bring complete relaxation to fagged nerves. A forced absence of sleep is the forerunner of a nervous breakdown. Will power to forget and relax is better than narcotics. Fatigue is a poison and plays havoc with the psychic centers. No fatigued person is normal. Nervous overstrain is the cause of many wrecked lives. We should learn to relax and thus preserve our health. It is reported that the officials of a large American corporation retire from their business responsibilities for a quarter of an hour immediately after the noon lunch. The time is spent either in a short nap or in relaxation as complete as possible.

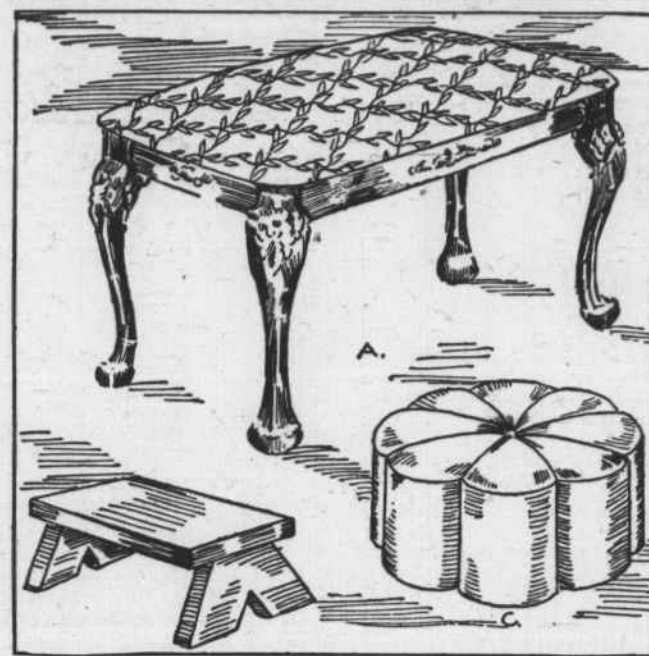
Another habit contributory to the wrecking of our health is the disease, peculiarly American—"Speed." We try to live 48 hours in 24. We burn the candle at both ends. A successful business man invited a young Chinese student to his country home. By using "speed" they caught a train 15 minutes earlier than planned. The oriental student calmly inquired, "Now what will you do with the extra 15 minutes?" We might learn a lesson from this point.

The body, mind, nerves and muscles is the instrument through which we must do our work. Why not devote more earnest consideration to the proper care of these bodies of ours? Why not give more consideration to the thoughts we think, the ideals we harbor, the food we eat, the relaxation we enjoy, that we might keep our bodies fit temples through which the very best that is in us may find adequate and complete expression.

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The Household

By Lydia Le Baron Walker



Three Examples of Footstools; the Ottoman, the Hassock, and the Cricket.

THE words footstool and foot rest, are comprehensive, and now when these articles are being featured in comfortable furnishings, it is interesting to note some of the various types. They range from the smallest sizes, which may be merely floor cushions to those so large and high that they can serve as low seats without backs, as instanced in ottomans.

Ottomans assume pompous proportions when they have a center circular post, upholstered, around which a circular seat extends which is also upholstered. Such ottomans are chiefly found in hotels and such public places as they afford the maximum seating capacity for the minimum space. It is adaptable for foot rest or seat, and deserves to be popular, as it does double duty and is an aristocrat in furnishings.

Cricket

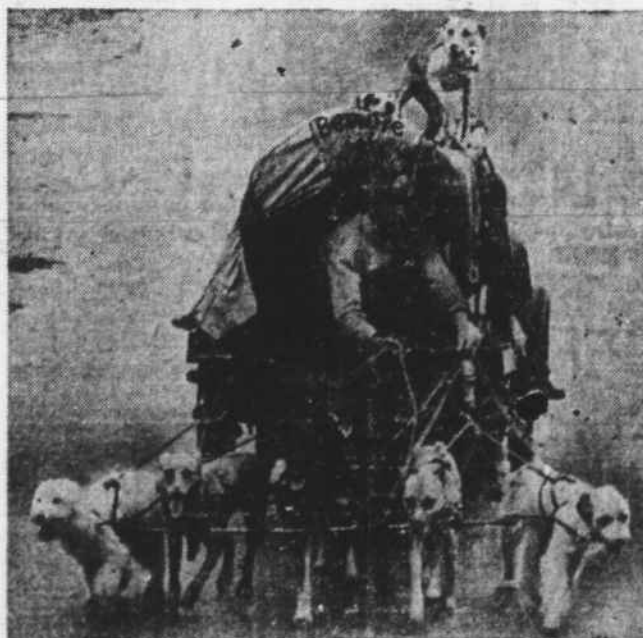
There is a wide difference between the choice styles of ottomans to the humble cricket, which is the most insignificant of footstools. But this does not interfere with its comfort-giving quality. By the way this word cricket is not affiliated in its derivation with the cricket which sings on the hearth or adds its melodious chirping to autumn evenings. The cricket which is a home furnishing may be a low four-legged footstool, or it may be shaped like a miniature bench. The two names cricket and footstool would seem to be synonymous but the footstool is more comprehensive than the cricket.

A hassock is another sort of footstool deriving its name from a grass which grows in large tufts. Its original footstool form was as a grass

College Ends Old Plan

Salem, Ore.—After 92 years of requiring its students to study a foreign language for two years, Willamette university has changed its requirements to permit graduation with only one year, providing the students studied the same language for two years in preparatory school.

Touring the Country by Dog Power



Forced by ill health to live outdoors, Karl Lindauer is seeking recovery by travelling 25,000 miles in a "covered wagon" drawn by dogs that he has befriended. Lindauer started with two animals and now has 11 "huskies" to pull his cart. This photograph of him and his equipage was made at San Gabriel, Calif.

SPORTS DRESS



It is safe to say that sporting events are increasing in popularity among smartly garbed young ladies. This young lady is shown wearing a sports dress of battleship gray with a light gray diagonal plaid. The blouse features a shirred back with the collar forming an ascot in front.

AMAZE A MINUTE SCIENTIFACTS BY ARNOLD

A FIVE-FOOT PIN HEAD!
A HEAD OF A PIN WOULD APPEAR MORE THAN FIVE FEET WIDE UNDER THE WORLD'S MOST POWERFUL MICROSCOPE.

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