

THIMBPE THEATRE—STARRING POPEYE

Forgotten Men

By E. C. Segar



BIG SISTER

by LES FORGRAVE



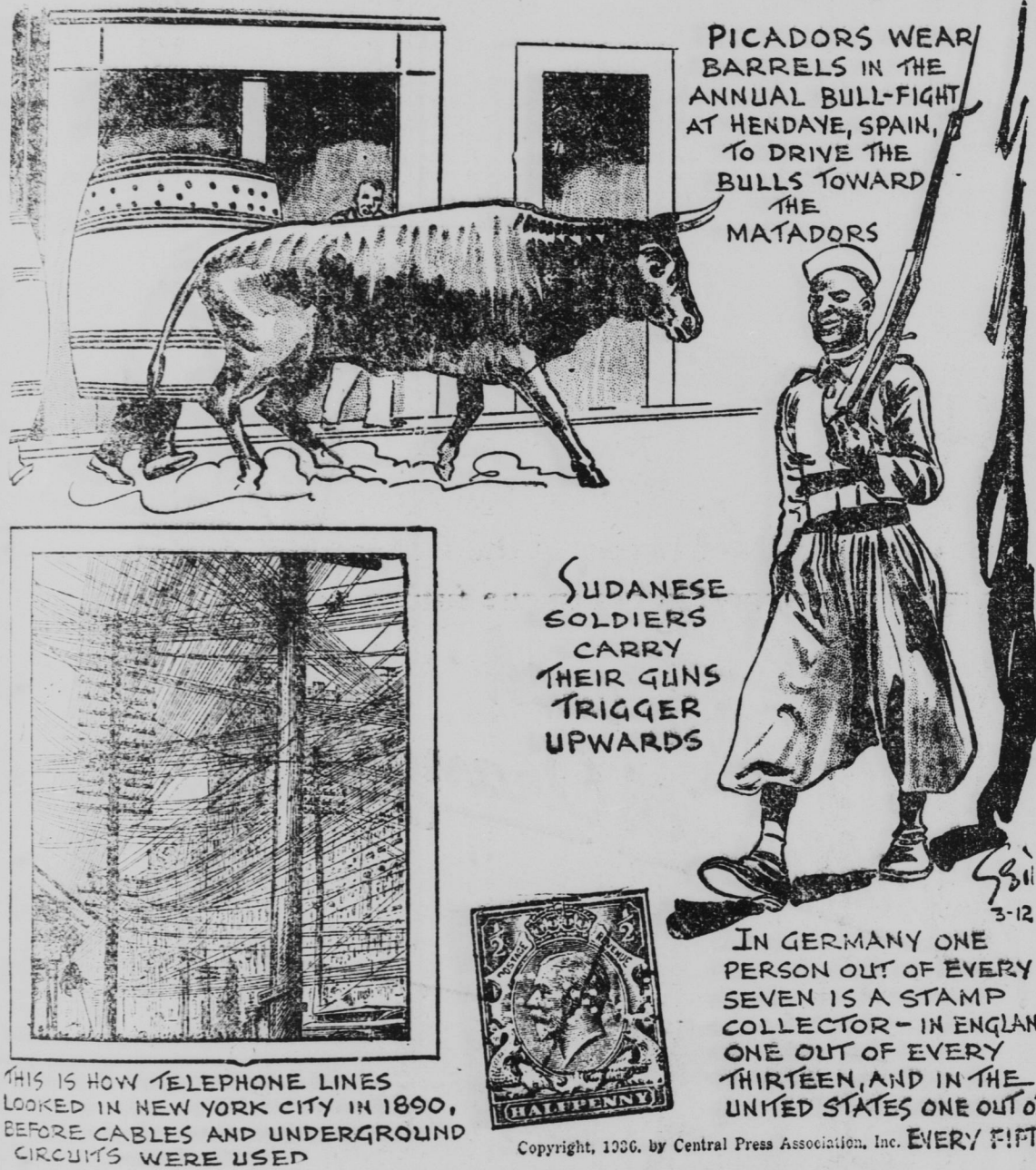
SCOTT'S SCRAPBOOK

by R. J. SCOTT

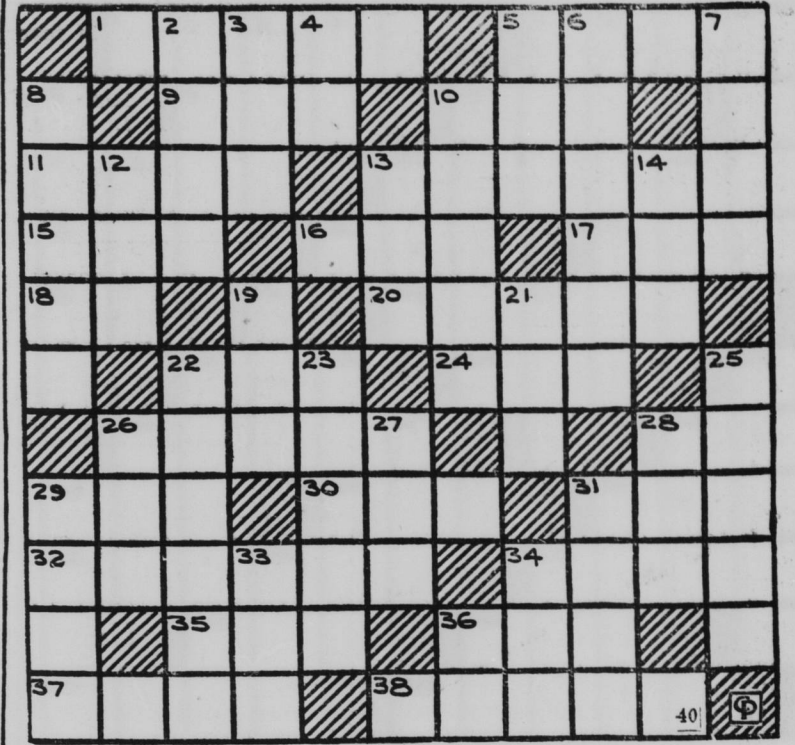
THE OLD HOME TOWN

Registered U. S. Patent Office

by STANLEY

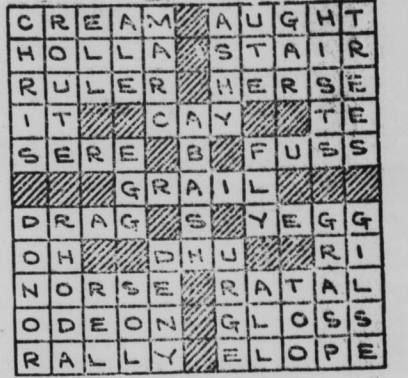


DAILY CROSS WORD PUZZLE



ACROSS
1-A small tree of the oak family
5-Ravel at the edges
9-Not in
10-A long braid of hair
11-A color
13-Craving for food
15-A head covering
16-To dress a cavity (Dent.)
17-Solicit
18-The king of Bashan
20-Chief of the jinns
22-Form of the verb "to be"
24-The source of heat and light
26-Carefree
28-Therefore
29-A covering of false hair
30-A river in Switzerland
31-To no extent
32-Action
34-Discard a fiancé
35-A meshed fabric
36-Milk (pharm.)
27-Sympathize with
38-Quail
12-Drag behind
13-A shade of a color
14-A letter of the English alphabet
19-A friar's title
21-Unit of intensity of illumination
22-Silver
23-Pass a law
25-A game of chance
26-Small pear-like fruit
27-Feminine name
28-Fifth note of the scale
29-Distort
31-Discerning title
33-Field marshal under Napoleon I
34-Part of the head
36-Behold!

Answer to previous puzzle



DOWN

2-An awkward fellow
3-Owing and demandable
4-And (L)
5-Merriment
6-Gain anew
7-A royal house of England—(reign 1399)
8-Loath
10-Represses

How Air Pilot Is Tested For Sense of Equilibrium

By LOGAN CLENDENING, M. D.

THE PILOT of an airplane must be able to gauge the position in which his body is most accurately. To do this he must have a good internal ear and a good cerebellum.

Our sense of equilibrium is based upon the three little semi-circular canals set at different levels in the internal ear. They are filled with a fluid which moves slowly on change of position.

For army flyers and highly responsible pilots, an extremely elaborate set of tests is made, putting them in a revolving chair and spinning them in different positions of the head. It is generally recognized that accidents during stunt flying are due to something that has gone wrong with the pilot. Usually this is a momentary loss of faculties. One man went into a tail spin, which produced such overpowering dizziness that, not knowing what he was doing or why, he grabbed the "joy stick" and pushed it over and threw himself into another tail spin in the opposite direction. Before he could come out of this he crashed.

Flyers who have been tested in the chairs report somewhat as follows: "That is exactly like coming out of a spinning nose dive." When in-

in another position they will say, "Now I feel like coming out of a loop."

Ordinary Test Very Simple

For the pilot who is not going to undertake such responsibilities, however, the test for equilibrium is fairly simple. The shoes and stockings are removed and the applicant stands on one foot, the other knee flexed at right angles, the eyes closed, and a hand resting on the flexed knee. He should be able to remain steady for 15 seconds. Three trials are given for each foot.

There are three planes of vertigo. One corresponds to the hatching on your hat. In other words, it goes around your head about level with the top of your ears. Another one is frontal and could be represented by a ring into which you could thrust your face, going under the chin and over the forehead just in front of the ears. The third is from before backwards, and could be represented if you made a circle around your head drawn in profile. These correspond to various whirling that the semi-circular canals have to compensate for in stunt flying. For instance, the last one, the so-called "sagittal plane" vertigo, is the one that is concerned in looping.

Diet for Third Week—Tuesday

Breakfast—One cup berries with milk; one slice toast (dry); one cup coffee (with not more than one lump of sugar and one teaspoon of milk). Luncheon—Cheese sandwich; coffee.

Dinner—Two poached eggs; one slice toast; coffee; orange juice. What is your weight today?

How Railroad Engineers Are Tested for Positions

By LOGAN CLENDENING, M. D.

THERE IS ONE noticeable feature about the accident situation in general in the United States, which is that numerically more drivers of private vehicles than drivers of public conveyances have accidents. Of course, when the engineer or pilot of a public carrier has an accident, the damage is greater because there are more people in the public carrier. But if as many public carriers had accidents as individual automobilists it would nearly decimate the population.

I believe it is fair to say that a large part of the difference is due to the careful medical inspection of the drivers of public conveyances. One can say that the automobile accidents are due to slippery streets, lack of tracks, lack of signals at corners, but the comparative statistics of taxicab drivers and public bus drivers as against private drivers does not bear this out. And again one must remember the statistics of the Royal Air Force which were that 90 per cent of their accidents in the war were due not to deficiencies of the machine nor to enemy hits, but to physical impairment of the flyers.

I am told that in 1932 only one passenger was killed on all the railroads in the United States, and in 1935 no passenger was killed on any of the railroads of this country.

Public Safeguarded

So far as railroads are concerned, I am greatly impressed with the care with which the public is safeguarded so far as their employees are concerned. The main idea, of course, of a physical examination of an applicant for railway service is to establish his physical and intellectual

fitness. The class from which engineers, brakemen, switchmen and linemen are made comes, as a rule, from smaller towns along the line of the railway. The applicant's experience with railroading, at least in the old days, began from youth. Just as a boy in a seaport town watches down to the harbor, watches ships and dreams of spending his days as a sea rover, so does the young farmer in a small town watch the incoming trains on arrival, envies the majestic figure of the engineer in his dungarees, leather gloves and gauntlets. When he reaches adolescence, he makes an application for some form of railway service; sometimes he starts working on the track as a common laborer.

His experience is, to a considerable extent, laid down before he applies for service. Here it may be a great disappointment to him to learn that he is color blind or that his rheumatism in youth may prevent his acceptance by the railway company. A careful history of all the diseases he has ever had is recorded. The sense of hearing is examined; his heart and blood pressure repeatedly tested; special attention is paid to the joints and the existence of an arthritis. The color perception is made both with word cards and with lanterns, and especially with the test of Prof. Dr. S. Ishihara. In most railroads a periodical examination is made on an average of once a year; especially after the age of 50 a more thorough vigil is kept of employees in transportation service.

Diet for Third Week—Thursday

BREAKFAST: Fruits—any of the following: one baked apple, one pear, one slice of pineapple; one small serving cereal with milk; one cup of coffee (with not more than one lump of sugar and one teaspoon of milk). LUNCHEON: One-half grapefruit; one egg, boiled or poached; toast; coffee. DINNER: Broiled T-bone steak; one-half head lettuce, celery, dressing; toast; coffee. What is your weight today?

ETTA KETT



THE GUMPS—GETTING AN EYE-FULL

