

We All Are "Lone Eagles" in Spiritual Flights

Says Uldine Utley



"Then they cry unto the Lord in their trouble and he bringeth them out of their distresses. He maketh the storm a calm, so that the waves thereof are still. Then they are glad because they be quiet; so he bringeth them unto their desired haven. Oh that men would praise the Lord for His goodness and for His wonderful works to the children of men!"
—107th Psalm.

pleasures, and still keep above the condemnation of their wrongs.

We, too, must start and when we start we must keep going. Nothing, even the fogs of uncertainties, the rain of discouragement,

Yet the loneliness of Lindbergh's adventure was to realize his ambition. There was none to challenge his course; none to deter him.

What lessons do we Christians find in this? The lesson of loneliness in the world. The Christian must go alone, forsaking even worldly ambitions.

The "Lone Eagle" had one dominant purpose in his flight. He wanted to reach the other side. Is that not the purpose of every Christian life, to reach the other side, to anchor in the Kingdom of Heaven? And not only that, but to help others in the future to get there, too.

Surely, we can learn a great lesson here. The buzz of Lindbergh's plane

in the clouds, his daring and enduring flight, made other aviators raise their planes above the reach of earth. Colonel Lindbergh had that one thing in his mind continually, the advancement of the cause of aviation.

If we have the cause of Jesus in our hearts we will watch our every word and deed. We will want every moment of our lives to help promote the Kingdom of God.

They tell us that Lindbergh brought about a better understanding in the land of the French and created a stronger, warmer feeling of kindness between the two nations. Our salva-

By Uldine Utley.
WHILE all the world thrilled to the achievement of Lindbergh, I wonder how many of us remembered that we are all aviators—spiritual aviators—with oceans to cross and mountain peaks to soar above, all carefully charted in the Bible that none may be lost by the world's comments dragging on outspread spiritual wings; by the dense fogs, with which human skepticism and material cares surround us; by jagged mountain peaks of utmost sacrifice, or the storms of adversity. A span of hours was Lindbergh's flight. Ours is for all eternity. Which, then, is the more wonderful?

It is a rare thing that a youth with as much simplicity as Colonel Lindbergh becomes famous and still retains his simplicity. We must remember the simple, healthy, trustful life that prepared this "Hero of the Air" for his flight. His great triumph proved that a youth is not a weakling because of his victory over the air.

We must remember that there came a time for Lindbergh to start; a moment when he knew there was no middle course to steer; that he would soar into the illumination of a fuller life or sink into the abyss of oblivion.

There is always a beginning before there is an ending. The spiritual aviators must look carefully to their beginning, as Lindbergh did to his. They must examine the fabric and con-

dition of the craft they venture in; see that it is equipped with everything needful to make a successful journey; not encumbered with a single superfluous thing—as Lindbergh's "Spirit of St. Louis" was unencumbered.

His was seemingly a discouraging time in which to start. Others had failed, just before this young air pilot took off. But Lindbergh wanted to prove that failure is often the forerunner of success.

We read in the Bible that when a man puts his hand to the plow he must complete the furrow. He must not turn back. Lindbergh put that axiom into aviation. Once started, he never turned back. He saw the solid banks of fog; he was warned of their danger. The rain and sleet were difficult to combat—how many wings have been borne down into the waters of spiritual oblivion by the world's icy sleet storms!

Lindbergh tried to soar above fog and storm. (Have we ever tried to do that?) But he found, finally, that the only way to keep on his course was to go through. When he started he never turned back. He kept on and on.

The start may be hard for us, too, for, after all, the Christian life is much like aviation. An airplane is of little use in congested streets; it belongs in the air. There it is free, unhindered. Neither can we be partakers of the sins of the unbelieving multitudes, seeking

nor the sleet of hindrances, should turn us back. We, too, must go through. And that meant more to Lindbergh than it means to those of us who stayed in comfortable homes, eating and sleeping and talking while he crossed the ocean alone.

Companionship is necessary in many things. That is a sad life which has no companions. We count on our friends, on their words of counsel and confidence. Who does not shudder at that word "alone!" Who does not shrink from the sacrifice of mother, home, friends—to set out on some strange journey alone!

What Do You Know — About Stock Exchanges?

1. What is the oldest stock exchange in the United States?
2. How is the term "market" used in connection with the stock exchange?
3. What actual business takes place on the floor of the stock exchange?
4. What is a commission broker?
5. What is the ticker?
6. How does a customer trade on margin?

ANSWERS.

1. The exchange in Philadelphia.
2. "Market" has come to be synonymous with exchange and when we say "stock market" we mean the buying and selling of securities on the stock exchange.
3. That of making contracts to buy and sell stocks to deliver later. These contracts are known as "sales,"

4. One who by himself or in partnership with other brokers executes orders for buying or selling securities for customers.
5. The machine which automatically prints the abbreviated names of stocks with their fluctuating prices on a narrow ribbon of paper, known as the "tape."
6. When a customer trades on margin he furnishes only part of the money for the transaction. The broker buys the stock obligating himself to pay for it. Generally he borrows the money from a bank, giving the stock as collateral. If the price of the stock falls below the number of points protected by the margin the customer must put up additional margin or be sold out.

"transactions" or "dealings."

"Go Back to the Farm and Prosper"—B. F. Yoakum

"THE big opportunity for young men of today and tomorrow is on the farm," says B. F. Yoakum, director of the St. Louis, San Francisco and the Seaboard Air-line railroads and chairman of the board of directors of the Empire Bond and Mortgage Company—the man who has built more railroads than any other person in America. "Go back to the farm and prosper."

This was his answer to a question put to him not long ago at the close of another successful season for his Lenox Hills Golf and Country Club at Farmingdale, New York. This unusual philanthropic club was established to give inexpensive golf to the city player who is unable to afford high club fees.

Mr. Yoakum has rather definite ideas about success, although he doesn't believe there is a magic talisman for it.

"Success comes to those who supply the vital needs of the people," he is given to saying frequently. "Food, clothing, housing. In 1928-29 the great problem that should stir the imaginations of young men is putting agriculture upon a solid basis."

"What do you think a young man of average abilities ought to do as he turns about him seeking an opportunity to rise?" Mr. Yoakum was asked.

"He ought to decide which pressing necessity of his own country he can contribute most toward supplying. Then he should devote himself, with patience and vision, to that end."

"What do you mean by 'vision'?" Making money? I think that money has almost nothing to do with it. I know men with huge fortunes who are further from success than poor men who give of their time and talents in supplying deep-seated needs.

"However, the economic laws operate almost with the sureness of the law of gravitation. To those who house and feed and clothe the people, to those who help them get from place to place a little faster or more comfortably, by air or land or water—money comes."

"I don't think any man ever got very much money and kept it long whose motive in the beginning was getting it and keeping it."

"Right now the farm is calling to young men more clearly than any voice I know. As the population of America grows it will become more and more evident that the food-growers are the ones who hold the destiny of a great country in their hands."

"People who turn to the farm, who learn to grow and to sell in tune with twentieth century conditions are going to prosper. Money will come to them, as it never came before, because it is plain that farming is one of the two or three really vital industries in the country—in any country."

"Suppose a young man takes a job in an office or on a farm. How much of his income should he save?" This was another query put to the kindly-eyed, soft-spoken railroad builder in his palatial New York office.

"How much? That depends. He ought to save, of course. But the most important thing on his mind should be giving all of his time and imagination to his own job. He ought to do it, not with a view of getting a raise, but simply because it interests him. If it doesn't interest him, he should be somewhere else."

"What qualities do you think are most important in achieving success?" "There is one which no man can have and fail. That is a driving, a living personality. I don't use the word personality in the vague sense that it has come to be used nowadays by the success magazines. I mean a capacity to mould a situation, to infuse it with something of the individual."

"That is why public ownership of industry—communism—always will fail. The powerful individual is not at work in it."

"Well, then, Mr. Yoakum, how much importance do you think downright luck has in success?"

"You mean in making money? It may have a great deal to do with that. But with the sort of success I am talking about, it can have very little to do."

Finally, this man, who has been called the greatest living developer of America's vast Southwest, believes in recreation. So thoroughly

does he believe in it that he devoted 125 acres of his Long Island estate to a golf course where families may enjoy golf without paying the exorbitant dues charged by fashionable clubs.

He has built on this course a \$10,000 clubhouse for caddies, the first of its kind, where the youngsters may gather in the evenings and enjoy dances, entertainment and speeches by prominent men.

"The right sort of play is as important as anything else for young people. Almost as important as the right sort of work."

Agricultural interests are so close to Mr. Yoakum's heart that he embraced the Republican cause during the recent campaign because he disagreed with Smith on farm relief—and this after a life-long allegiance to Democratic principles.

The Government, he believes, shouldn't coddle or subsidize the farmer, but should help him learn to help himself. Thus, when the subject of young men was broached to the rail magnate, he was quick to emphasize the part of youth in building the food supply of the future.

Young men, indeed, are one of Mr. Yoakum's greatest interests. Most of them like him on sight. Any caddy who carried his clubs or who attends the gatherings in the Lenox Hills caddies' club will testify to that. And not a few men in high positions today can trace the beginning of their rise

to Mr. Yoakum's helping hand.

On his own estate at Farmingdale, New York, from which he drives to his office in Manhattan each morning, the "dean of railroad builders" raises virtually everything served on his table. There are his own dairy, his own truck farm, chickens, pheasants, rabbits and live stock.

"If I were a young man in these days," he concluded, "I couldn't wish for a larger horizon of opportunities. They confront me on every hand. There are fortunes to be made out of the air and out of the soil. But more important than the fortunes there are avenues of service in building a great republic, still young and plastic."

By Clare Murray New Girl Poet=Artist

Do You Wonder?

YOU want to know just why I love you. Dear, there are so many reasons why That I shall tell you only one— And yet it is the one real reason And it far surpasses all the rest.

I love you, for you are reality. No perisfrage for you. You want the truth. You speak it and demand it in return. And with rare insight seldom fail to pierce a sham. You are so human That you understand All human nature. Therefore, looking in your eyes, I talk to you as to no other soul— As to my God. You press your life Until it yields its final drop of joy Or sorrow. This I love, For always I have had half-measures. You have led me up To heights of ecstasy I never dreamed of. Still less aimed to reach. You never spare me. You have made me suffer With the keenest pain

I ever felt— And yet I welcome it Because I know that it is life, Full and abundant. Do you wonder that I love you?



"You Have Led Me Up to Heights of Ecstasy."

HOW to DRESS WELL

By ANNE U. STILLMAN, Wife of the Millionaire Banker.

The Importance of Evening Gowns



Recent Photograph of Mrs. Stillman. Taken at Her Home in Pleasantville, New York.

Her white shoulders may draw to her the common enemy, man, but if she so wills, her fan with a light wave may dispose of him.

She is armed and ready to conquer—by being conquered—which is the way of all women.

And since it is the dress that she wears to battle in that age-old conflict between the sexes no dress that a woman ever wears can be quite so important as the evening gown.

A house frock and a simple kerchief may hold affection. Sports clothes will do for outings and companionship. But the psychological possibilities of an evening gown are astounding. And since it is the dress of dresses to its selection a woman must give her very best thought, her most careful discretion. It is the most important dress to get right, it should fit your personality—it should be you, you at your best.

The cut of your gown should conform exactly to the figure, showing off your best lines and concealing your worst ones. The color should bring out the natural tones of the complexion and hair. Your jewels must harmonize with the gown. In short, everything about the dress, its type, its silhouette, its color should be as near to perfection as you can possibly get it.

And since this dress means so much, a woman must choose it with meticulous care. She must spend on it all that her purse can afford. One well-chosen dress is better than six of the other sort.

The gown shown here was designed by Lelong and it is reminiscent of the days of the court train. A single gesture of modernism is added by its snugly fitted waistline which is further emphasized by the string belt.

You need not have a Paris couturier design your evening frock. You will find clever copies of Paris creations in our American shops. And if you give to your selection your best thought and discrimination, your dress will reflect your charm.

Modernism and the Days of the Court Train Meet in This Design.

By ANNE U. STILLMAN.

Fashion Editor of Panorama Magazine.

THE evening dress is the most important of all dresses to a woman. It is the personal expression of that woman's individuality.

In a becoming evening dress almost anything can happen to a woman.

An evening dress is woman's challenge to adventure. In its silken enclosure she becomes a lance consciously tilting at life and at fate.

She is a creature of lace and ornaments, jewels and glow. She is alluring. She is charming. And she knows it. In a sense, she is clad in armor.

