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Harry Hartz, world's racing champion, said that he ought to know—he drove The Commander 5000 miles in less than 5000 minutes! Take command of your Commander today.

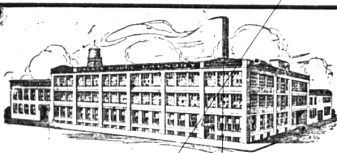
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Vacation Things

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30 CONVENIENT BRANCHES and hundreds of agencies in Greater Detroit.

Rupert Hughes Pleads For Truth In Teaching History To Children

That those responsible for the education of the youth of America are victims of a misguided sense of patriotism in seeking to portray our national heroes as "chivalrous" with all the virtues and none of the vices which the flesh is heir to," is the declaration of Rupert Hughes, famous novelist and short story writer.

Speaking recently in reply to those who censor him for picturing George Washington as man instead of saint, Mr. Hughes asked: "Why should we incultate the principle of truth in our boys and girls, and then teach them lies? Why, for example, must we insist that Washington never told a lie, that his interest in the fair sex was only a theoretical one, that a drop of liquor never passed his lips? Can we not render unto him the things that are his, and still have a romantic and inspiring figure, whom the youth of today may well emulate?"

He heartily agrees with Charles McLean Andrews, who said: "A nation's attitude toward its own history is like a window into its own soul and the men and women of such a nation cannot be expected to do the great obligations of the present if they refuse to exhibit honesty, charity, open-mindedness, a free and growing intelligence toward the past that has made them what they are."

In his latest book, "George Washington," Mr. Hughes sticks to his guns of historical truth. Many years of research and writing by the author in collecting data, poring over the yellowed pages of old volumes, manuscripts, diaries, letters—in an effort to find Washington the man, not the myth.

Washington's own diaries, comments the author, "gives the flattest possible contradiction to the effort to make him out a man of piety."

Mr. Hughes urges the mentors and preservers of the coming generation to lay greater stress upon the sterling virtues and great qualities of that day—their kindness, thoughtfulness, of others, "which were strikingly characteristic of Washington himself."

"I am for short skirts and hubbly hair," he continues. "The day of ermine-lined hoop skirts and periwigs is of the past. But it is comforting to realize that the courtesy and chivalry of that day are with us still."

"One charming custom of those sturdy days was the remembrance of one's relatives, friends and acquaintances on festive occasions such as Christmas, Easter, birthdays, wedding anniversaries, and so on, with appropriate greetings. That this happy and kindly custom has taken deep root in our imaginations is today manifested by the millions of greeting cards carried in the mails each year."

"In Washington's day the Greeting Card with its artistry of design and beauty of thought, was unknown. Greetings from kind friends and neighbors were written with goose quills and dispatched by stage to their destinations. Today, the same courtesy, kindness and grace is reflected in the Greeting Card, which, speed on its cheerful mission by locomotive, ocean liner and aeroplane, comes like a flower thrown in at one's window."

VIRGIN ISLAND IS PROSPEROUS

Under American rule the Virgin Islands seem likely to become as prosperous as the well-governed island of Porto Rico, declares Frederick Collins in the Watery an's Home Companion. "It was there," he says, "in the old days under Danish rule, that the soldiers of that chilly northern country lounged about the sun-baked square and watchtowers of the Kingdom of Denmark rode at anchor in the harbor of the old town of Charlotte Amalie."

"But in 1917 the United States purchased St. Thomas from the Danes for \$25,000,000 and our garrison is now at the water's edge. To the woman tourist the most interesting thing in St. Thomas is not the old Danish church, the anti-aircraft guns or the American marks of progress—golf links, soda fountains, schools and public library—but the fact that a good cook can be hired for only \$1 a month, and that she feeds and lodges herself."



Rupert Hughes

Folksburg Items
P. G. COX, Itemizer

Mrs. Ed Thomas grew considerably peeved last Monday about some little things Ed had done and she went over on purpose to talk to Amanda Bell about it. But when Amanda agreed with her that Ed did have several faults, Mrs. Thomas didn't like it very well and went home tolerably abruptly.

George Goble has finished the chimney which Mrs. Little Thomas has had him build for her house so she can have an open fire. But somehow when the wind blows from the south, the smoke all comes right out in the house. Mrs. Thomas is pretty much put out about it, but George argues that when the wind is from the south she won't want a fire anyway.

The picture machine in the Gen Theater broke down Saturday night just before the show was over, and several people were left in a good deal of suspense about whether the man who was riding fast in the picture got to where he was going in time to save the girl.

Mrs. Millie Hicks has been a little nervous these last few days. She started to look over her closet and cut off the bottom of her coat so as to make it look more in style, and she left her husband to be able to get it to hang straight any more.

The writer has just this minute remembered that yesterday was his birthday, and maybe some of the readers will be disappointed because they didn't know about it in advance. Personally he'd just as well leave we hadn't remembered it at all, for we recollect now that this is the year when we once figured we'd have enough accumulated so we wouldn't have to get up early in the morning and we didn't want to. But probably we're better off this way, for they say the colder air is healthy.

Andrew Allen started a good deal of talk in the barber shop Saturday night by telling how he read in the paper that maybe the government will pay back some tax money to the people. After the argument had spent itself, Westley Mills slipped out quiet and went down to the postoffice to see if maybe there was already a letter from him with a check for his share.

A man from off somewhere was in town yesterday selling encyclopedias, or at least he was doing all he could toward that end. He called on Harley Burton and soon had him ready and keen to sign up for a red leather set. But Harley's wife got there in time to take the matter hand.

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Yardmaster Holds Strangest Position

No taxicab can ever run down George S. Salisbury and his family who live happily in a comfortable four-room apartment on a scow in the middle of New York Harbor.

He is a railroad man, living and working on the water, far away from the roar of railroad terminals and freight yards, although his position is classed as "yardmaster." It is the only job of its kind. Day and night he must be on hand for the Scow-Ox, on which he lives, is never closed.

"No, sir," said Salisbury to the correspondent of the American Magazine, as they sat in his living room on the scow, while the craft rocked with the waves, "a fellow doesn't have to work near the tracks to be a railroad man."

"The Scow-Ox is the same as a distribution yard on the railroad. When coal arrives at the New Jersey docks, it is loaded on the barges that will carry it to various piers in the New York harbor while tugs/transport them, a few at a time to their destination. Here is where I come in."

"My family consists of myself, my wife and my daughter Catherine. We've been here for five years. When I saw that the job might become monotonous, I built a chicken coop on one end of the scow, installed a radio and got a dog. Lately I have been raising carrier pigeons."

Red Danger Lights Explanation Given

People have sometimes wondered why danger signals on railroads are red. Why do they put up a red light on a switch stand instead of some other color to indicate that the switch is open?

Many explanations have been given, such as the common one that red, being the color of blood, is the natural danger signal. But the real reason, as given by Harry A. Stewart in the American Magazine, is quite a commonplace. White lights were barred, of course, because the engineer might mistake the light in a window or a street light for a signal. Red was chosen because the red rays

are less easily obscured by fog or smoke than any other color (except white) and can, therefore, be seen farther under adverse conditions. The red beam has 40 per cent the intensity of white light; green has 25 per cent, and violet is still lower.

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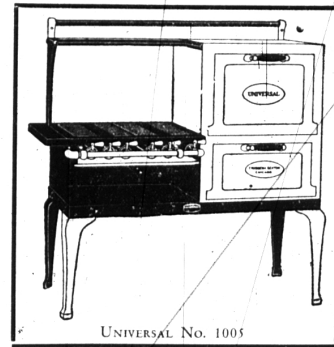
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