

The Times-Picayune

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DAILY ONLY

NEW ORLEANS, OCTOBER 13, 1926

THE "National Coast Anti-Pollution and Conservation League" is asking the war department to revoke New York's sea garbage dumping permit if the municipal authorities do not speed up their incinerator building program. The league claims it has posiive evidence that pollution of neighboring beaches is caused by the "sea garbage dumping" practice of the metropolis. Certain bot-tles were marked for identification, placed on the garbage scows, carried seaward and dumped with the other refuse. Subsequently they were picked up along the North Jersey shore, it is averred, and are held as witsses against New York's dumpage system. Satisfactory disposal of garbage is one of the nost troublesome of municipal problems, increasing in difficulty with the growth of city population. The sea garbage dumping practice was and presumably still is New York's easiest way. It has had the sanction of the federal authorities. But the complaints of New York's neighbors, now backed by alleged proofs of shore pollution, probably will force early abandonment and the substitution of an adequate incinerator system.

Waterway Development

PENING its thirty-second annual conven tion at Paducah, Ky., last Monday, the Ohio Valley Improvement Association hailed the assurance of its president that "the attainment of a nine-foot stage for the Ohio giver from Pittsburgh to Cairo the year around is in sight." That important river improvement task, described in the Paducah dispatches as "the goal" of the Ohio Valley Association, was started many years ago and as been wearisomely long drawn out. The Ohio valley folks' rejoicing over the promise of its completion to Cairo by 1929 is abundantly justified. Advocates of waterway improvement the country over rejoice with

The Ohio river improvement has place upon the general program for development of the Mississippi valley river transport system. The Ohio valley-people, in their fight for its completion, have had the active support of their Mississippi valley neighbors. The Lakes-to-Gulf waterway project also has important place upon the Mississippi valley program. It will serve and benefit Ohio river shippers by giving them water transportation to fields now accessible to them only by rail. Certain of the Ohio valley interests, however, joined in the fight upon the cent congressional session, and so helped to prevent that measure's enactment, setting back the river improvement program entire. The fight over the Chicago canal is primarily a fight between rival lake ports. But if Chicago's rivals should succeed in their effort to block reasonable water diversion from the lake to the canal, the Lakes-to-Gulf waterway project would be the direct sufferer, with resultant injury to the entire Mississippi valley water transportation program. Expert engineers, after careful survey of the lake levels problem, have reported the diversion of lake waters needed for Lake-to-Gulf navigation entirely feasible without material injury to lake levels. Opposition to the diversion persists in spite of that report Waterway advocates in the Ohio valley, who have had the support of their valley neighbors in their own campaign for the Ohio river, should in fairness and for their own interest and benefit join the other friends of vent obstruction and defeat of the Lakes-to-Gulf project, which is a major feature of the Mississippi river system as outlined and urged as a nationally necessary facility by Secretary Hoover and other members of the cabinet.

Suzanne guesses wrong about Dempsey, and we are inclined to believe the mam'zelle guessed wrong also about turning "pro," but we all make our little mistakes.

"A Fort Myers, Fla., man saw a bull in his dreams." Last year he might only have heard it being shot.

"Automobiles need horns for safety," says the New York Times. Are they planning to gore now after they get us down?

Henry L. Fuqua

THE death of Henry L. Fuqua is sincerely mourned today throughout the state he served as chief executive. Though the impairment of his health was generally known and regretted, none knew or suspected his immediate danger and his sudden death last Monday night came as a sad surprise and shock to Louisianians. He had weathered the principal strains and stresses of his gubernatorial service and it was hoped that the comparative quiet of the remainder of his official term would enable him to recuperate and fight off the ailment that held him in siege. Fate decreed otherwise and Louisiana is summoned to mourn his untimely passing,

Governor Fuqua earned the respect and liking of his fellow Louisianians both as private citizen and public official. From early manhood he displayed that keen interest in public affairs which is, by way of speaking, the hallmark of useful citizenship His success as a business man led to his appointment as manager of the state penitentiary and its farms, a task requiring administrative talents of high order. His service in this capacity was so notably able and successful that he was reappointed by the succeeding governor. Urged by his friends to become a candidate for the governorship against Lieutenant-Governor Bouanchaud, he consented and was elected, after a campaign which, because of the issues injected and the feeling they aroused, imposed a strain so severe as to weaken his health.

His gubernatorial service is a part of current and vividly remembered history. Governor Fuqua's friends and supporters dominated both branches of the Legislature, so that his policies and program in general were carried. During the session just closed his influence remained dominant-a tribute to his tact, persuasiveness and popularity. Whether his achievements as governor will measure up, on their ultimate appraisal, to his exceptionally fine record as administrator of the state's penal system, time alone will tell. This newspaper opposed certain of his measures and policies because it believed them mistaken. Its opinion of them remains unaltered. But these occasional disagreements with respect to questions, policies and measures never have shaken our faith in Governor Fuqua's devotion to Louisiana's welfare, his honesty and sincerity of purpose.

Both in public and in private life his fine character and admirable qualities won and held an almost universal liking and esteem. Very many who voted against him or on occasion disagreed with him remained his warm personal friends. He came upon the governorship at a critical time in the political affairs of Louisiana and met that crisis with a dignity, firmness and tact that assuaged much of the bitterness it had engendered. Both as citizen and public official Henry L. Fuqua gave the best that was in him to Louisiana's service, and in his passing the state and its people suffer a great loss. The Times-Picayune joins in the universal tender of condolence and sympathy to his family.

'Roto' as Advertising Medium THE value of the newspaper rotogravure

section as an advertising medium was given distinguished endorsement Monday in New Orleans by E. C. Mayo, president of the Gorham Company of Providence, R. I. That organization, recognized as the world's largest manufacturers of sterling silverware, has weighed the new pictorial section, made possible by rotary intaglio engraving, and has found it in all respects an admirablé medium to reach the right people, at the right time, and in the right way.

In an interview given Monday, Mr. Mayo puts the facts in clear form, showing that the comparison between magazine advertising and Roto Section advertising is distinctly in favor of the latter, as it is possible thereby to concentrate publicity campaigns in territory that is prepared to absorb the offered product without the diffusion, that magazine publicity gives, over many sections not at the time ready to purchase. "And this is possible," says the silver magnate, "at 80 per cent of the cost of the magazine advertise-ment, for the same number of purchasers reached." The 20 per cent of the advertising bill thus saved must become an important consideration in drawing up the annual balance sheet of any manufacturer.

Mr. Mayo might have added als Chicago drainage canal provision at the re- generally larger size of the reproductions in roto give a more convincing and more quickly grasped idea of the form and detail of the wares presented, which is a matter of importance to many readers—and buyers.

The Times-Picayune is pleased to have the Gorham official give this unqualified praise to a branch of publicity of which this journal is distinctly proud. It is widely commented upon that the pictorial features of advertisements in that section of our Sunday issues in general have the same direct and keen interest for the readers as do news pictures themselves, the advertisers having co-operated to this end by the care of their picture selections and the artistic and appealing quality of the objects and scenes presented.

Freight Rates and Coal Strike

AN Associated Press dispatch from Washington, printed in our Monday's issue, tells of the trials of grain shippers due to the dislocation of freight rates caused by the waterway development in the effort to pre- coal strike in Great Britain. But New Orleans did not require Washington testimony along that line, as we have a large more closely local industry suffering from the same cause, namely, the export lumber business. So much ocean tonnage has been absorbed by the demands of coal exportation, in the shipment of American coal to bins formerly filled by British coal, that a decided shortage has developed in available tonnage for lumber shipments. The law of supply and demand has of course acted in this instance as usual to push up charter rates.

This process has been in progress for about ninety days, but during the past weeks has been accentuated, in all the world markets to which Southern lumber is shipped. The latest jump in South American rates, or rather River Plate rates, was from \$14 to \$18.50, popularity on the concert stage.

Mirrors of Washington BY CLINTON W. GILBERT

Difficult Slate-Making by the Massachusetts Democrats Washington, October 12.

BOTH the Republicans and the Democrats of Massachusetts failed to make the direct primary work to their satisfaction this fall, and the result is that neither was able to present to the voters of the state exactly the ticket which they thought would command the most support. Massachusetts has a large foreign population. The French-Canadians and Irish are the largest elements, but pretty nearly every European nationality is represented in the mills or among the fishermen of the coast towns, so it is regarded as highly desirable to have put up a nicely balanced ticket with some representatives of the foreign population as well as some members of the old native stock on it.

The Democrats hand-picked their ticket with great care. Colonel William A. Gaston was desired as a candidate for governor because his nomination would insure adequate campaign funds. This required the sidetracking of Joseph B. Ely, a Western Massachusetts Democrat of considerable ability and political strength. Mr. Ely had to be persuaded not to run for governor, and because his following was valuable he had also to be persuaded to run for lieutenant-governor. He finally consented to the plans of the lead-

No one was to run against Mr. Ely. Late in the day Harry Dooley filed for the lieutenant-governorship. This meant more negotiating, and finally Mr. Dooley was prevailed upon to withdraw his name, but too late to get his name off the ticket. His withdrawal was widely advertised. He issued a statement asking the voters not to vote for him. But nevertheless the foreign voters went to the polls singing, "Oh, Mr. Dooley! Oh, Mr. Dooley!" and he was nominated over

More negotiation. Finally Mr. Dooley declined the nomination. Then Ex-Senator Dave Walsh labored with Mr. Ely to take the nomination which he failed to get, but in vain. Having been defeated, he would not take it. So the Democrats had to put up Mayor Edmund P. Talbot of Fall River for lieutenant-governor. (O 1926 by Public Ledger Company.)

Today's Talk BY GEORGE MATTHEW ADAMS

Large, Still Folks WHEN you look into people's eyes you

may see whole volumes. You may see intelligence there, the warmth of affection or latent love, but greater than all else. I would say, is that something which, let us say, is understanding.

That is why with some you may sit for hours and without a spoken word be intensely happy.

I like to think of such humans as large, still folks. Tennyson, in speaking of some of his beloved books, used this phrase: like these large, still books."

There are so many times in this life that we crave silence—but we want that silence very near to us in the form of someone who understands. So that every touch of healty derstands. So that every touch of beauty that passes, or every sorrow, or disappointment, or every joy, may find its reaction in large, still moments that knit us as one.

When worry comes, and confusion of heart, we all need the large, still folks about us.

When the large, still folks about us.

Or at least one.

You can never meet a problem by trying to drown it. You can't pass it to others and keep your self-respect. But you can go

(D 1926 by George Matthew Adams.)

those to the United Kingdom from \$12.50 to \$15, and similar advances greet the shipper wishing to send lumber to Holland, Italy and other European markets, while the South African rate has gone up from \$15 to \$20.

The serious point in these changes is not the height of the rates but the uncertainty of them, as there is no assurance that the peak has been reached, or for that matter that a sudden termination of the coal strike might not start a downward movement. The uncertainty makes quotations on lumber as well as on grain a difficult matter and offers are worden being timited to not over thirty-six whom he should see at suntise. Free the height of the rates but the uncertainty of on grain a difficult matter and offers are usually being limited to not over thirty-six or forty-eight hours. Indeed there, is an element of gamble even in tenders of that duration. The earth industrially has become so closely knit together that it is no longer possible for any one nation or industry to sit tight and watch the world go by.

CRITICS DECLARE that the newest realism introduced into music is not likely to add much to that art. A composer, wishing to incorporate into one of his descriptive that the same and her sons invoked Frea. Woodan promised victory to those whom he should see at sunrise. Frea there when with their hair around their faces like beards. He then turned Wodan's couch around so that when he awoke at sunrise he first saw the host of the Winnili. He asked "Qui sunt isti Longibarbi?" They conquered in the ensuing battle and were theneeferth known as Langobardi.

Q.—What is a stone called which has the contributed of the work of the whom the should see the contributed the winnili to bring their women with their hair around their faces like beards. He then turned Wodan's couch around so that when he host of the Winnili. He asked "Qui sunt isti Longibarbi?" They conquered in the ensuing battle and were theneeferth known as Langobard.

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add much to that art. A composer, wishing to incorporate into one of his descriptive compositions the much-lauded song of the nightingale, had made a phonographic record of the feathered musician's warbling. This canned melody he then put into his score at its proper place. It is said to be in a way interesting, but to lack a proper blending with the other instrumental elements. It doesn't quite fit. This is somewhat surprisdoesn't quite fit. This is somewhat surpris- Q.—What does the Russian wording in view of the innumerable new sounds Cheka mean? R. S. ing in view of the innumerable new sounds that the orchestras today are offering the of soylet Russia. The name is formed listener, but then the composer who tried the from letters of the Russian words. experiment was the distinguished Respighi Chrezvychalnaya Komissia. and not the latest among jazz maestri. Maybe if some of the latter take hold of the bird they may be able to Mariontalleyize it into

Bible Verse for Today

Matt. v:9 Blessed are they which are per ecuted for righteousness' sake for theirs is the kingdom of heaven.-Mrs. D. M. B., New Or-

(The Times-Piczyune will publish on this page daily a selection from the Bible. It you will write to the religious editor, telling him your favorite Bible passage, a will be published.)

Questions and Answers

(Any reader can get the answer to any question by writing The Times-Picayune information bureau. Fred-rio J. Haskih. director Washinaton. Dation Times annies strictly to information but the strictly to information to the strictly to information of the strictly to information in the strictly to information in the strictly domestic troubles nor undertake to settle domestic troubles nor undertake exhaustive; research on any substitution of the strictly of the s

Q.—In what country is the most

of the desiry I usually takes from fifteen to twenty minutes to count one thousand dollars in dimes.

Q—Which South American country had the first diplomatic representative to the United States? D. M.

to your large, still friend and gain from him the poise and courage to lead you on.

The story is told of how Tennyson and Carlyle used to visit each other and sit an entire evening before the fire smoking their pipes without saying a word!

Lative to the United States? D. M.

A.—The Republic of Colombia in 1822 designated Don Manuel Torres as first minister from that country to the United States. In receiving him, Washington gave official recognition to the first Latin American diplomatic agent.

O.—How many Pages were named.

seat in the heart of the agricultural district of Indiana.

Q.—What is a rain forest; R. F.
A.—This name is given to a tropical forest situated in a region where there is rainfall almost every day of the year. The trees grow to enormous size and the flowers are plentiful and gorgeous. corgeous.
Q.—How did the Lombards or Lan

gobardi happen to be so-called? A.—Tradition says that these peo

"WHO'S WHOSE?" "They have a new name for the divorce records now." "Yes, 'Who's Whose in America." "Washington Press Comment

"NOW! ALL TOGETHER!"

HIGHWAY

AUTO A GRANDADDY

Los Angeles Times:

Instead of the train being the parent of the automobile, the auto, throwing away rails and insisting upon larger freedom as children do, was the father of the train, says the Pathfinder. It was back in 1502 that William Trevihick invented a steam car and it sped along the highway at the breakneck speed of ten miles an hour. He lost control and demolished a fence and public indignation ruled him off the road. Then his contraption was placed upon rails and the railway systems of the world were born.

tems of the world were born.

UNIVERSITY SITES

New York Evening Post:

When there were fewer big cities and much less congestion in centers of population educators were greatly troubled over the question whether it was better to conduct a college in the city or in the country. The educators never did solve the problem, it solved itself. Colleges carefully established in isolated places soon became universities and parts of a growing city. That most of the dangers the educators feared were imaginary was golearly shown by Chancellor Brown at the all-university convocation of New York university in his address on "The Urban University." The chantles of the property of the conversion of the "The Urban University." The chan-cellor whimsically said he would not cellor whimsteany said a warn the students against the dangers of the city; that would be trite; but that the trend of university life was unmistakably away from the grosser temptations of urban life and that those who were inclined to dissipate simply found themselves in the wrong place. The wide range of in the wrong place. The wide range of sports, recreations and amusements in a great city is enough to freshen the lives of the students and an urban university tends to throw its influence against the vulgarities of that city's life. The urban spirit places upon men those wholesome limitations of usage which says: "This thing or that thing is not done." the whole resulting in a higher type of citizen responsibility.

entire evening before the fire smoking their pipes without saying a word!

Large, still folks!

The masterful men of the world are the quiet ones. Free of all boast, kind, sympathetic and gentle—which presupposes great strength.

Walton, at the end of his most famous and beautiful book, puts this quotation:

"Study to be quiet!"

"Description of the world are the dilplomatic agent.

Q.—How many Popes were named Julius? H. E.

A.—There were three popes by the name of Julius—the first succeeded the third, in 1550.
Q.—For what is Marlon, Ind., noted? G. L.

A.—To cutsiders, it is perhaps best known as the seat of a national soldiers' home. It is a thriving county seat in the heart of the agricultural glastic of Indiana. 199 shipping board's vessels bought by Henry Ford. After thely years of idleness in the water they are now being converted into mechanisms for land conveyance. Their builts and rigs will go back to the furnace and rolling mill and emerge as frames, springs and axles for the ubiquitous flivver, or as plowshares and cleated wheels for the tractors. The spars and booms will be cut up into spokes, the woodwork of the decks and cabins used for crating.

Thus will occur the metamorphosis of great marine creatures into beetle-

I great marine creatures into beetle-ike things which will crawl over the round. Let Britannia rule the waves, ground. Let Britainia rule the waves, if she likes that sort of thing; but when it comes to getting over the highways we say to her and to other nations, "Excuse our dust."

highways we say to her and to other nations, "Excuse our dust."

MISUSING THE AUTO HORN
New York Herald-Tribune:

Amid the current arguments about noisy automobile horns in our city streets, one important phase of the matter seems to be escaping notice. This is the fact that such horns have already become largely useless. They have defeated their own purpose. Like the fabled townsmen who finally grew tired of harkening to false cries of "wolf," we city ped/strians have been hooted at so continually that even the loudest toot is likely to escape our attention altogether. A signal that was originally devised to be a violent warning, for use only in emergencies, like the whistie of a locomolity. It is not the which it must have to be effective. Perhaps this is the pedestrians' mistortune; some of us pay for it each day with our lives. But it is not the pedestrians' fault. It is, at bottom, the fault of the motorists, unfortunately so plentiful, who use their frightener.

Letters from Readers

RESERVE

COMPLAINT OF A CAR CHANGE

New Orleans, Oct. 11, 1925.
To the Editor of Times-Picayune:
Kindly sive a little space in your
paper to a gross injustice performed
by the Fublic Service by their change
at Canal and Claiborne in their transfer system. They have of late been
upsetting everything in the rerouting,
etc., supposedly for the benefit of
the public but where the benefit the public, but where the benefit comes in I can't see it.

Now to the Canal and Claiborne street change: Formerly when one was coming up one could cross right to the Canal street at the wood side and get a Canal car at that spot. Now you have to cross Claberne to the river side and then cross again to the neutral ground side to get a

to the neutral ground and to get a car.

In rainy weather this is very disagreeable and you have time to get drenched while doins this circus stunt. As it happened last night in the downpour myself and several others were soaked while crossing, besides having to wait for a car. There being no shelter it could not be otherwise.

Now as it was before, one would get down and get under the oil station while waiting. Great improvement, I must say.
W. A. GARLEPIED, SR.

"STOP SKIPPING" New Orleans. Oct. 10, 1926.
To the Editor of The Times-Picayuns:
Instead of skip-stopping, the Prytania street cars should stop skipping. In torrid weather or during a heavy downpour of rain, walking a heavy downpour of rain, walking a block farther becomes a bardship. I have noticed that when any change or rerouting takes place; it is always for the greater discomfort of those unfortunate enoush to have to ride in the street cars. Some consideration should be paid to the general public, as street car companies could not exist without them.

There are occasions when "public service" has a rather ironical rings.

J. W. BAKER,

THE HENRY CLAY HEARING
New Orleans, Oct. 4, 1926.
To the Editor of The Times-Picayune:
The patrons and property owners,
tributary to the Henry Clay car line,
will doubtiess recall that in the latter part of June Commissioner W. T.
Hall, owing to the press of immediately urgent matters requiring the
attention of the commission council,
suggested the postponement of this
public hearing until October 1, when attention of the commission contain, suggested the postponement of this public hearing until October I, when it was hoped a more convenie, when it was hoped a more convenie, when it was hoped a more convenie, But Mr. Hall, being called away by other more urgent matters, has suggested that he will call this hearing immediately after his return, and afford this group of clitzens full opportunity to present their defense.

In the meantime, I wish to assure these patrons that their interest will be given every consideration at the proper time. I shall, therefore, request them to hold themselves in readiness to attend this hearing when called, due notice of which in the public press, by circulars and placards will be given.

MRS. CHARLES BAXTER.

MRS. CHARLES BAXTER,

pedestrians' fault. It is, at bottom, the fault of the motorists, unfortunately so plentiful, who use their frightener too much and needlessly. Making one's automobile born louder will do no good for all other horns will soon to strengthened, too, and the distinction of rarity will be some again. The only solution which is truly psycholass decided to drop negotiations with logical would be for drivers to blow their horns only when desperately again in 1927, If the "misunderstand-necessary. The common custom of ing," has ended without any change in tooting violently to clear the path the relations of the "Bif Three." It ahead or to avoid slackening speed has ended without any change in tooting violently to clear the path the relations of the "Bif Three."

Use of Pavement Signs for Drivers Vital to Safety

BY FREDERIC J. HASKIN
Washington, Oct. 12.—With approximately 20,000,000 registered passenger automobiles in the United States, to say nothing of trucks, tractors and busses, there is no other question save that of government, that affects so many people in this country as that of safety in the operation of motor vehicles, If all the passenger cars alone were loaded to capacity, almost every man, woman. capacity, almost every man, woman, and child in the continental United

capacity, aimost every man, woman, and child in the continental United States could be given a ride at one and the same time on any given day, and of all those who never do ride in a sas-propelled vehicle, practically all are at one time or another pedestrians who are vitally concerned in the way cars may or should be operated.

Hence at the annual Safety Congress shortly to be held in Detroit more will be heard about street and highway safety than any one phase of the general problem. No other nation has as many organized accident prevention associations as the United States. The National Safety Council's has seventy affiliated community safety councils interested in preventing accidents on the streets and highways, in other public places.

preventing accidents on the streets and highways, in other public places, at home, and throughout industry. But, while all other classes of accidents are decreasing traffic accidents have been increasing steadily. Here and there cities have made drives that have diminished their motor casualties, or have held them down to the old figures, but on the whole it has become increasingly hazardous to drive a car or ride in one, or to be one of those pecestrans who so often get in the way of one.

of one.

HORSES COMING BACK

Horses are coming back, according to the National Safety Council, and one reason why old Dobbin is again in favor is because if a horse-drawn vehicle is involved in an accident the percentage of casualites is low end the repair bill is not very high. Insurance rates for horse-drawn vehicles are lower than for automobiles. There is no gasoline tank to explode in case of an accident that involves fire, and nobody ever tries to steal a horse any more. Horse there is no gasoline that involves fire, and nobody ever tries to steal a horse any more. Horse the star of the horse hazardous but more profitable school of automobile thievery.

But the line in the chart that tells the story of traffic accidents is steadily ascending. One of the things that may bring it to a downward slant. according to Earl J. Reeder, an engineer on the staff of the National Safety Council, is an increased use of pavement markings to direct traffic, both on city streets and on highways.

Of traffic rules and regulations this HORSES COMING BACK

highways.

Of traffic rules and regulations this is a day of abundance and variety, says Mr. Reeder. From hamlet to metropolis, every community has its own traffic code. Not even the local resident is able to bear in mind these rules and regulations as they to all streets, street intersections Much less can the tourist hope im mediately or even eventually to fa-miliarize himself with all of the rules

miliarize himself with all of the rules and regulations governing his driving as he goes from one place to another.

HOW THEY MAY BE USED The uses of pavement markings, Mr. Reeder says, may be generally classified as follows:

To mark the center lines of pavements on straightaways to divide traffic in the different directions, particularly at hill crests.

To mark the center lines of pavements on curves for the same purpose.

To mark the limits of cross walks at street intersections and other points where they are established to show both the driver and the pedestrian where the latter is expected to cross the street in safety.

To instruct drivers to stop their vehicles at intersections with through streets or houlevards before enter-

To instruct drivers to stop their vehicles at intersections with through streets, or boulevards, before entering them.

To outline the limits of safety zones with buttons or stanchlons, as areas reserved for pedestrians, particularly street car passengers.

To define parking stalls, to indicate the manner of parking, and to indicate the limits of prohibited parking where stalls are not individually designated.

To indicate to pedestrians and drivers the necessary clearance for street car overhans, particularly at curves. To define lanes of traffic in and adjacent to street intersections, particularly to show the lanes into which vehicles should be driven for movement in the various directions, and to indicate the approach to railway to indicate the approach to railway rossings. Highway traffic officials report that

pavement markings and signs are constantly proving more valuable. Motorists are learning to keep to the right of the white or black line on hills and curves, and to be guided by the signs that warn them of curves, narrow bridges and the like.

Also the signs that tell the driver there is a steep grade ahead and that he should shift to second gear are no longer ignored as they were when they were first set up.

All this points to the time when all motorists will believe in signs and govern themselves accordingly.

HE WOULD RIDE

HE WOULD RIDE
Pasenger—What makes this train
go so slow? Irate Conductor—If you
don't like it, get off and walk. Passenger—I would only I'm not expected until train time.—De Pauw Yellow Crab.

A Booklet on Yellowstone Park For School Children

Every school child should have a copy of the Yellowstone Booklet which our Washington bureau offers for distribution. This offering will be helpful in the study of this great national park.

Of all our national parks it is the wildest and most universal in its appeal.

wildest and most appeal.

It has more geysers than all the rest of the world together. It has mud volcanoes, petrified forests, a canyon unequaled for natural coloring, blue lakes and rivers filled with trout, and the greatest wild bird and

ing, blue lakes and rivers filled with trout, and the greatest wild bird and animal preserve in existence. Send today for this beautifully il-lustrated booklet telling all about Yel-lowstone. Fill out the coupon below and send four cents in stamps for re-turn postage and handling.

Frederic J. Haskin, Director, The New Orleans Times-Picarune Information Bureau, Washington, D. C. I enclose herewith four cents in stamps for a copy of the booklet Yellowstone National Park. City