

The Sandman Story

By Martha Martin

THE BROWNIE BROTHERS

BILLIE BROWNIE and his brother Bennie were all ready for adventures. A boy and a girl who had wandered into Dreamland that evening had come to pay them a visit. And of course Billie and his brother were particularly anxious to entertain their guests as best they could.

And they were as ready for adventures as were their guests. They had been busy of late and had not had so much time for play and they were quite ready to begin playing at once.

Now the boy and the girl had never had many adventures. They had lived rather lonely lives, though it is true they had made a number of animal friends.

"Well," said the boy, as he saw Billie Brownie and his brother, "you are a fat pair, but oh, you do look so jolly."

"How nice of you to say so," the two Brownie brothers replied, and as they



"You are a fat pair, but you do look so jolly."

did so they hugged each other and fell over on the ground.

"Not hurt, I trust," said the girl. "Not a bit of it," said the Brownie brothers together, as they picked themselves up.

"I do believe you're Brownies," said the boy.

"You are right," said Billie. "My name," he added, "is Billie Brownie, and this is my brother."

He pointed with his left hand to Bennie for his right arm was around Bennie and his right hand was stroking Bennie's shoulder.

"I'm very happy, too," said the boy. "And I am also," said the girl.

"So am I," said Billie, "which makes four of us happy."

"And now for our adventures! Our friend, Knight of the Mist, is on his way now. Ah, here he comes!"

And then the girl and the boy met Knight of the Mist. He was the great, great, great, great grandson, Billie Brownie explained, of the greatest old Knight of olden days, who always wore armor.

This Knight wore mist as his armor for he was the brave knight of the air. "I am ready," said Knight of the Mist. "I hope you are!"

Oh, yes, they were ready, so they followed Knight of the Mist. He helped them into his very enormous airship; it was simply huge and looked like a car on a train.

After they had started they stopped off for one of the cows and one of the hens from the farm and the girl's pet cat and the boy's dog. Also a rooster was eager to go along, too. So they made quite a party as you can imagine.

Then they ventured up in the clouds and about the clouds. They paid a visit upon His Royal Highness, Sir Skyscraper, who was to be found in a big city. They found him to be a bumptious fellow with a fine opinion of himself and ambitions far greater than he could realize, for he had never really touched the sky with his greatest amount of reaching, but always he went along in his rather tremendous way—yet still not able to approach the sky territory.

The cow tried to appear as though used to all these modern conveniences which she was now seeing but it was not natural to her. She bemoaned the day she had ever switched her tail at flies, for flies weren't queer like skyscrapers, and she could wish her tail at flies. Skyscrapers didn't notice her tail!

After they had adventured all evening the Knight brought them back and they left their friends and Dreamland. But ever after it seemed to the boy and the girl that the animals who had gone adventuring had somewhat lost their heads over all the traveling for often they saw a certain look in the green eyes of the cat and the soft mild eyes of the cow, which showed they were dreaming of things above a milk saucer and a milk stool!

(Copyright.)

Ricardo Cortez



This popular "movie" actor who won great favor with the critics by his work in "The Sorrows of Satan" has an important part in "New York," a story of an East side musical genius who rises to fame as a composer and marries an heiress.

WHAT THE GRACIOUS HOSTESS SAYS:

By DELLA THOMPSON LUCAS

A BREAKFAST PARTY

ANY meal that is served before one o'clock is a breakfast. After that it is called luncheon. There is a fashion now in some tearooms and coffee shops of calling the meal served from ten o'clock to noon, "brunch" or "break-lunch"—a combination of breakfast and lunch.

The cloth for the breakfast or "brunch" party may be as gay as you like. Colored linens made into runners and embroidered, or not; place mats of Indian head or the ever-fast textiles; ecrú art crash in cross-stitch embroidery; old-fashioned yellow and white or blue and white tablecloths cut over into breakfast cloth, runners, or mats and napkins; pale yellow all-cloth decorated with stencil painting; unbleached muslin with applique design or border of cretonne—there are any number of fascinating cloths with which to dress the table. The long white dinner cloth, however, has no place on the breakfast table. If the refectory table is used, it should be left bare, with, possibly, place mats or doilies of coarse linen. The refectory table (long and narrow and very simple of line) is an innovation in the American home, but is rapidly coming into popular usage. Its covering—open, showing the wood of the table.

The decorations should be simple, with a blue cloth; lilies of the valley with runners of green checked gingham, pussy-willows with runners of orchid; a brown basket of fruit with a cloth of unbleached muslin or heavy ecrú linen appliqued in fruit design; a high glass compote overflowing with grapes on a blue-and-white or yellow cloth; or a glass basket in the center, with smaller glass baskets (all alike) at each of the four corners. Baskets of Dresden are also lovely, and the grass and reed baskets that some of us are sufficiently accomplished to make ourselves, make very charming decorations when filled with flowers, fruit or candy.

If baskets, compotiers or other ornamental holders are used, however, they must be all alike. If the table is small or narrow it is not best to use too many decorative articles, but where it is large, additional flower holders, bowls, compotiers or figures may be used. You must, however, guard against getting too many different kinds of decorative articles on the table. For instance, you might use an old-fashioned high-standard compotier or "sauce-dish" of pressed glass—such as belonged to your grandmother—for a centerpiece. With this you could use four small silver or glass baskets or compotiers, or four colored bird-figures at the corners of the table for candy, but these four must be all alike. Your table would look like the glass counter in a department store if each of the four baskets was different.

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History of Poplin

Poplin came from Avignon, and the reason for its name is not immediately apparent until we remember that, until 1791, Avignon was a papal town, and therefore the silk manufactured there was called by the Italians papalino, and by the French papelin, so that when it was introduced into England in 1693 by the Huguenot refugees it automatically became poplin.

Today, most poplins are of worsted and flax or wool and cotton, and those of Irish manufacture are deservedly popular. Readers of Jane Austen will recall the delightful confession in "Emma": "I have some notion of putting such a trimming as this to my white and silver poplin."—Exchange.

The throne in the Swedish royal palace in Stockholm is a massive high seat in solid silver.

OVERHEATING IN WINTER PUZZLES

Anti-Freeze Mixtures Lower Boiling Point as Well as Freezing.

"One of the things that all motorists are surprised to find in winter is overheating. They imagine this is a summer complaint exclusively," says a bulletin issued by the mechanical first-aid department of the Chicago Motor club. "The truth of the matter is that the anti-freeze motorists have been accustomed to using lower the boiling point as well as the freezing point. An engine that boils over, under such circumstances, is not as hot as one that boils over with only water in the cooling system, but steam in the circulating system causes unequal cooling and is likely to retard circulation at vital spots, overheating valves and causing trouble in general. Radiator glycerin gives the motorist a low freezing point and a high boiling point and is thus more satisfactory in this respect than alcohol. But owners who use glycerin must have tight gaskets and hose connections and the water pump must not leak. Also, and this applies to the use of any anti-freeze, the level of the cooling solution should never be less than three inches from the top of the radiator. Make the minimum four inches for cars using the thermo-siphon system.

Dampness Cause of Trouble.

"Dampness causes a lot of winter trouble in connection with the ignition system. One of the common ailments is that the engine that will not start at all just because the high tension current is jumping across the outside of the porcelain of the spark plugs. Standing in the open the cooling plugs have collected a little water from condensation. This shorts the current. Instead of passing through to the points the high tension current gets across on the outside through the water path.

"If the engine cranks well enough, and is not being choked to the point of flooding, the motorist should rub dry the spark plug externals with a rag.

Burn Out Bearings.

"If the winter is at all open, many car owners stand an excellent chance of burning out bearings and scoring cylinders. With an opportunity to make long trips and burn the road they will run into lubrication troubles of the simplest yet least understood kind. These motorists will lift the hood and find the oil level gauge registering full. Then they step on the gas, burn off the gasoline they thought was oil in the crankcase and come to grief because there is not enough real oil in the engine to supply all the working parts.

"Don't trust the oil level indicator in winter. Change oil every 500 miles, and after starting on a winter trip, look at the indicator more frequently so as to be ready with additional oil if the dilution in the crankcase starts to burn off."

Clean Out Copper Gauze Strainer in Crankcase

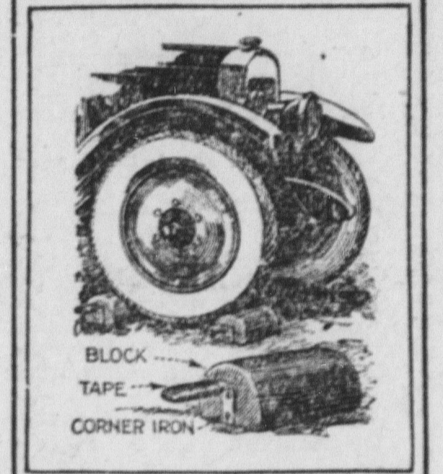
Clean the fine copper gauze strainer in the crankcase. If the solid particles are not removed from the strainer its meshes may be stopped up so completely that the oil itself cannot be pumped through and lubrication will cease, with disastrous results. The oil gauge usually warns of this condition by showing reduced or no pressure. Use a brush and gasoline to clean the strainer, and care should be taken not to break the fine gauze, as this will spoil it. In putting back the strainer be sure it is properly in place, with no possibility of an oil leak, and in replacing the oil pan take care that its gasket is not damaged and that it fits tightly.

Wisconsin Police Teaches Drivers

Chief of Police W. E. O'Connor of Juneau, Wis., has devised a scheme all his own to impress upon motorists the importance of arterial stop signs. He compels offending drivers to take another try at the arterial, making a complete stop in accordance with the traffic rules. The plan is said to be effective, and the first day the chief had numerous tourists and local drivers taking the same route twice through the city's main street. No arrests were made.

Safety Blocks Hold Car Wheels While Changing

It is rather a serious matter if any of the cars fitted with disk or wire wheels run off the jack when changing wheels. To prevent this, it is a good plan to carry a pair of half-round wooden blocks about five by eight inches, as shown in the drawing.



Safety Blocks in Position.

The blocks can be quickly placed in front and behind one of the wheels. A handle can be made of a large corner iron, nailed or screwed to the end of each block and wrapped with tape. The handles allow the blocks to be placed without danger of pinching the fingers.—Popular Mechanics Magazine.

Experts Say Auto Wear High in Cold Weather

The belief of many motorists that the major wear on automobile engines is caused in extreme hot or cold weather has been proven wrong through an extensive investigation recently made by several eminent automotive engineers. Drivers are aware of the danger to motors running "hot," and take the necessary precautions of having plenty of water in the radiator during the hot summer months. And in winter months the engine is run for several minutes in the garage before starting out, to get the engine to run smoothly.

This investigation showed that cold weather causes excessive wear and that considerable damage is done even in the milder weather of September and October in the fall and April and May in the spring, when motorists believe that no protection is needed. Wear that comes too soon after the auto is purchased results in frequent visits to the service station and trading in of the machine long before adequate mileage is obtained.

Reduce Loss of Life

To reduce the tremendous loss of life and property, chiefs of police throughout the United States are practically unanimous in favoring a uniform law requiring that automobiles be constructed in such a manner that the maximum speed capacity be no more than 35 miles an hour. They also suggest that all drivers of cars found in an intoxicated condition be fined heavily and sent to jail as well as have their driver's license revoked.



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It has been found that up to about ten years of age children draw a human figure in preference to any other subject.

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THE WHY of SUPERSTITIONS

By H. IRVING KING

AMBER

OF THE many mystic qualities which were formerly supposed to pertain to amber its potency as a charm against rheumatism appears to be about the only one which survives in popular superstition. But a belief in this quality persists with remarkable vitality and is defended by persons whom one would least suspect of such credulity. Henry Ward Beecher strongly carried about with him a string of amber beads to cure or to ward off his rheumatic attacks; and amber set as jewelry is still sold in London for the cure of this malady. Only a few years ago amber had a much more prominent place in therapeutics. In 1865 Rev. C. W. King, in his "Natural History of Precious Stones" wrote: "That the wearing of an amber necklace will keep off an attack of erysipelas has been proved by experiments beyond the possibility of a doubt." Oil of amber still has a place in the United States dispensary and perhaps there still exist some old-time doctors who use it medicinally.

The ancients, who attached mystic qualities to all sorts of precious and semi-precious stones, were not likely to neglect amber; that strange substance born of the sea and of the color of yellow sunlight. The Romans used to place in their mortuary urns pieces of amber and jet, the jet symbolizing the darkness of death and the amber the light of immortality. Possibly the black stone was an offering to Pluto and the yellow substance an offering to the sun-god. In the medicine of the Middle ages, which was largely folk-medicine, amber played an important part, and, as has been said, has continued to play a medicinal role down to our own times. The reverence with which the ancients regarded amber was increased by the discovery of its electrical properties. Doctor Kunz says: "The electric property of amber was remarked as early as 900 B. C. by the Ionic philosopher, Thales, and from this observation may be dated the study of electric phenomena."

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U. S. Patent Office

The first patent letters issued by the United States patent office in Washington were to Samuel Hopkins, July 31, 1790, for a process of manufacturing potash and pearlsh. Since that time the patent office has granted more than 1,500,000 licenses.

WHEN I WAS TWENTY-ONE

BY JOSEPH KAYE

AT 21—Brander Matthews Had His Manuscripts Rejected With Unfailing Regularity.

"I WAS only two months more than twenty-one when my two years' attendance at Columbia Law school ended at last. I managed somehow to answer the questions put to me. After I passed the examination, and before the commencement at which I was to receive my degree I married and left almost immediately for a honeymoon in Europe.

"While I was still at law school my contributions to the magazines were rejected with exemplary speed. In 'The Critic' Sheridan tells us that 'When they do agree on the stage their unanimity is wonderful,' and equally wonderful to me was the unanimity of editors. No matter how laboriously I might feather my essays they were homing pigeons; and I could always count on another swift return. With the modest confidence of youth I was but little discouraged; and while one article was vainly paying its round of visits I was already engaged upon another.—Brander Matthews."

TODAY—The receipt of a Brander Matthews in an editorial office is hailed with respect and pleasure and a check is made out even before it is read. For Mr. Matthews is among the most famous of all American critics and writers on the theater, besides being a notable figure in the other branches of literature. Perhaps it might be said that Matthews is the George Brandes of this country, a comparison with which even his name is in harmony.

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