

LESSON IN TRADE COSTS

Here is a story of Japanese competition: A pawnbroker in Bavaria in the Dutch East Indies accepted a new bicycle as a pledge and then found himself besieged with young men bringing him new bicycles to pawn. Inquiry showed that the price he was giving for bicycles in pawn was 40 per cent higher than the price charged by the Japanese for selling them new.—London News Statesman.

BOYS! GIRLS!

Read the Grape Nuts ad in another column of this paper and learn how to join the Dizzy Dean Winners and win valuable free prizes.—Adv.

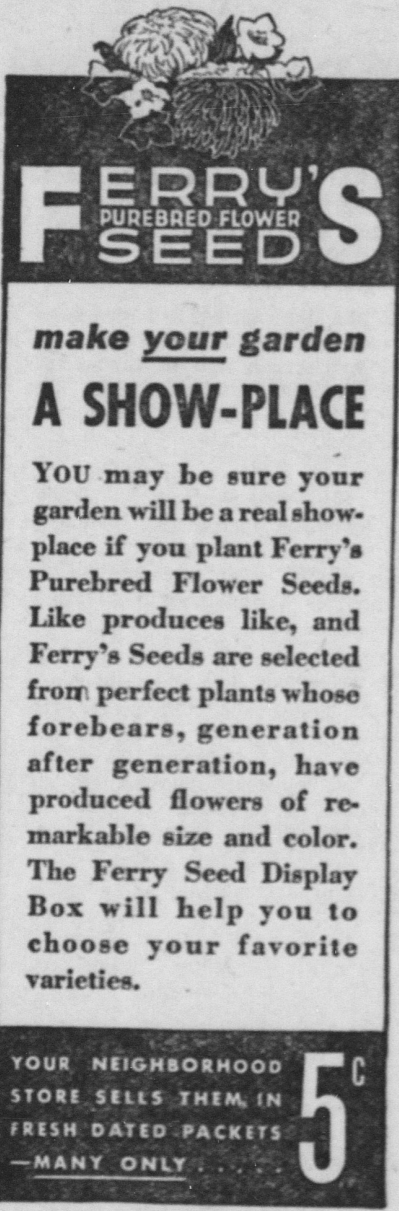
Requiem

"When he died what did he leave his wife?"
"A very happy woman."

Dr. Pierce's Favorite Prescription makes weak women strong. No alcohol. Sold by druggists in tablets or liquid.—Adv.

First Requisite

One has to be pretty comfortable to philosophize.



FERRY'S SEED
PUREBRED FLOWER
make your garden
A SHOW-PLACE
YOU may be sure your garden will be a real show-place if you plant Ferry's Purebred Flower Seeds. Like produces like, and Ferry's Seeds are selected from perfect plants whose forebears, generation after generation, have produced flowers of remarkable size and color. The Ferry Seed Display Box will help you to choose your favorite varieties.

YOUR NEIGHBORHOOD STORE SELLS THEM IN FRESH DATED PACKETS—MANY ONLY **5c**

Can't Be Otherwise
In war, heroism and brutality go hand in hand.

Twice Cardui Helped
"I was in a run-down condition, very irregular and had cramps and nervousness," writes Mrs. Albert Pike, of R.F.D. 5, St. Joseph, Mo. "When one has a home and children to look after, and the work on a farm, a woman will worry if she feels bad—and I surely worried. I decided to take Cardui again, as it had helped me one time. It also helped me this time. I never have a bad day when using Cardui."
There are many cases like this. Thousands of women testify Cardui benefited them. If it does not benefit YOU, consult a physician.

A STRENGTH BUILDER
"I had stomach disorder, indigestion, gassy condition after eating, and felt weak and too tired to do much work," said G. T. Bourman of 346 McLean Ave., S. W. Washington, D. C. "But Dr. Pierce's Golden Medical Discovery soon corrected all these weaknesses leaving me with improved digestion. I soon picked up in weight, strength and health."
New size, tablets 50 cts., liquid \$1.00. Large size, tabs. or liquid, \$1.35. All druggists.

PARKER'S HAIR BALSAM
Removes Dandruff—Stops Hair Falling—Imparts Color and Beauty to Gray and Faded Hair—Keeps Hair Soft and Ruffy. 50 cents by mail or at druggists. Hanco Chemical Works, Patheque, N. Y.

HELP KIDNEYS
If your kidneys function badly and you have a lame, aching back, with attacks of dizziness, burning, scanty or too frequent urination, getting up at night, swollen feet and ankles, rheumatic pains... use Doan's Pills.
Doan's are especially for poorly functioning kidneys. Millions of boxes are used every year. They are recommended the country over. Ask your neighbor!

DOAN'S PILLS

CLASSIFIED ADS
PIPE SMOKERS
New kind of pipe cleaners "White Carnation." Sample list: 3 dozen \$1.00. B. F. Duryoone, 622 Ferry St., New Haven, Conn.
Demonstrate Utility-Sprayer, Whitewasher, Autowasher, Disinfectant. Davis took 24 orders in 24 hours. Profit \$24. Money maker. Write Husler Incorporated, Johnstown, O.

SEEN and HEARD
around the
National Capital

By CARTER FIELD

Washington.—Grade crossing elimination is one phase of work relief that can be started 15 days after the President says "Go!" despite Mr. Roosevelt's own recent warning that this was one type of project that would be the slowest in getting under way. The only reason for the 15-day delay is that this length of time is required for advertisement for bids.

Despite the President's expressed concern about delay on grade crossings incidental to the acquiring of the land, approval of the projects, and selection of only important highways crossing mainline railroads, the fact is that all difficulties have been solved by the public roads bureau of the Department of Agriculture. Slightly more than one thousand projects are ready for bids, 756 more will be ready inside a year, and 2,302 additional will be ready within two years.

So officials of the bureau are championing the bit, and wondering why the President takes such a pessimistic attitude.

The President's point about acquiring the land is not involved, for in the first thousand projects, now ready, options on the land needed have been acquired by the states in which the projects are located, and the states understand thoroughly that the state treasuries must pay for the land, with the federal government paying for the work, materials and overhead.

The total number of projects for the first year is 1,756, for over a thousand of which the land options are in hand. The total cost would be \$184,314,000. The total number of additional projects to be ready within a year is 2,302, at a total cost of \$277,567,500. So that within a year work could be started on a total of 4,058 projects, at a total estimated cost of \$461,881,500.

In addition there is much other projected work which is ready to go just waiting for White House approval now that the work relief bill is a law.

The bureau of roads is also ready to start at the flash from the White House on road contracts. These are parceled out on the time-honored formula laid down by law, as between the states, so the figures are not so interesting.

Takes to Mining

The government is about to engage in the mining business! It will certainly go in for some other minerals. Outside the precious metals, the government proposes to mine only metals which would not complicate the existing mining situation, or compete with products already in the surplus class. For example, there would be no mining of copper, lead or zinc.

Most important of the metals under consideration, besides gold and silver, are tin, quicksilver, chromium, nickel, tungsten, antimony, and manganese. Incidentally, there is plenty of political dynamite in the last, perhaps enough to eliminate it. Not directly but indirectly. The idea is, if manganese mining were developed on a big scale in this country, there might be a move later on to put a sharp tariff on it, whereupon the steel companies would have to pay higher prices than at present, which in turn would make their competition with Belgian steel—its cost lowered in the United States by the recently approved reciprocal trade treaty—more difficult.

In addition to these metals, two other minerals are under consideration. These are special grades of mica and graphite.

There is a bill pending in the senate, introduced by Senator James P. Pope of Idaho, which would allocate a hundred million dollars from the work relief fund for mining. This bill is not expected to pass. But while this is down the same street, the bill is not necessary if the administration wants to act. It has plenty of authority under existing law. The projects could be gotten under way as pure work relief on force account, as operations not arranged by contracts are called.

Experts Approve

The gold and silver mining decision to enter which has practically been made, are almost ideal from the government standpoint. The experts advising President Roosevelt insist there is no doubt whatever that mines could be worked by the government—for gold and silver—which would produce enough not only to pay the wages of the men employed, and the total cost of operation, but actually to yield a small profit besides. And the beauty of the plan, they point out, is that there would be no element whatever of competition with private business. The government would just take the gold and silver and put it in the treasury. If there were no profit at all, no harm would be done. If there were a profit it would be turned back to the work relief fund for employment in other directions.

Some of the other metals mentioned, especially tin and nickel, are regarded as vital from a national defense standpoint. This country is deficient in them. Mining experts are most anxious to undertake development in this direction.

The main problem of course is that there is a very large stranded mining population, located for the most part near at hand to the points proposed for these government operations. The men are skilled miners, so that no training would be necessary. They would be far happier, carrying on their accustomed work, it is argued, than in working on grade crossings or on public roads, for example. Anyway, there

is not a lack, but a surplus, of men needing jobs who could be put to work on grade crossings and roads.

So far the mine experts insist projects are in as good shape as any for putting men to work immediately. All that would be needed would be the Presidential O. K. And they expect that very shortly.

Cotton a Problem

With the AAA under fire from so many quarters, King Cotton remains one of the most important world problems, threatening to save or wreck the administration's plans to lift the farmer up to that "parity" of purchasing power which President Roosevelt is so fond of discussing.

Most southern statesmen wave aside so-called threats to American supremacy in cotton. They contend that nowhere else in the world can cotton be produced successfully to compete with the United States. Either the cost is too high per pound, or the quality is too low, they insist.

The threat involved in Brazilian expansion in cotton growing has been discussed at length in these dispatches, including the confidential view of the present Brazilian administration which is that the United States efforts to hold the price of cotton up will crash, as did their own with respect to coffee, and therefore they are not too optimistic. But they hasten on to add that they can produce good cotton at a profit at 6 cents a pound.

This season the United States exported to Great Britain 563,000 bales, as against 1,036,000 last season, and 1,045,000 the season before.

This is partly explained by two things. Japan has finally passed Great Britain as a producer of cotton textiles, and so has become the chief consumer of the raw staple.

But the disturbing fact about the two previous paragraphs is that the United States exported to the entire Orient this season 1,348,000 bales, as against 1,089,000 last season and 1,508,000 the season before.

In fact, the total exports of cotton this season from the United States were 3,565,000 bales, as against 6,033,000 bales last season, and 6,040,000 bales the previous season.

Not an encouraging picture!

Disturbing Facts

Two seasons ago the United States produced 12,961,000 bales of cotton. Last season 12,712,000 bales. This season 9,619,000 bales. AAA restrictions.

What happened meanwhile in the rest of the world? India's record for the last three seasons was 4,100,000, 4,500,000 and 3,800,000 bales. China produced 2,200,000 this season, 2,000,000 last, and 1,871,000 two years ago.

Russia, in fourth place, is crawling up. The increase there is from 1,778,000 to 1,889,000 to 1,937,000 this season. Egypt increased more than half a million bales over two years ago.

Then comes Brazil, generally regarded as the real menace. Two years ago she produced only 373,000 bales. Last year 807,000 bales. This year 1,250,000 bales. Next season?

Peru increased in the three crops from 265,000 bales to 325,000 bales; Argentina from 150,000 to 225,000; Mexico from 95,000 to 200,000; The Sudan from 121,000 to 170,000; Korea from 135,000 to 150,000; Manchuria from 50,000 to 100,000; Belgian Congo from 38,000 to 60,000; Turkey from 60,000 to 90,000, and Greece from 22,000 to 50,000.

The really disturbing fact comes in adding these and other foreign increases in cotton production together. America has decreased her production 3,000,000 bales in the three seasons. The rest of the world this season produced 12,459,000 bales, as against 10,948,000 two years ago.

Defenders of the AAA program insist that the world this year has used up a large quantity of surplus cotton, and that prospects for next year are therefore bright despite this increasing foreign production. Meanwhile the dust storms in Texas and Oklahoma, the two biggest cotton producing states, seem to promise further curtailment this year even than had been planned, and correspondingly increased incentive to foreign cotton producers to expand, the short American crop promising a continued high price, even if there were no AAA.

Planning New Taxes

A one per cent tax on all life insurance premiums and a tax on all movie admissions above 10 cents—instead of the present limit of 40 cents—are among the levies that the treasury will recommend to congress some time before this session adjourns. Some of the treasury experts, who were ordered to the job of figuring out the new taxes, liked the idea of the sales tax. But President Roosevelt was consulted about this, and at once turned thumbs down.

One thing the treasury experts do not know—the motives for their being ordered to get up this list of taxes. They are not sure whether this is a bona fide list, which the administration will push through if possible anyhow, or whether this is a "bluff" list, intended by the President to be used as a club in his expected veto message on the soldier bonus.

The reason for their doubt is the suggestions they have received, including the two named above. Because their own thought seems to be that the taxes the administration seems to favor are calculated to stir up more resentment than could be justified by the amount of money they would raise. Especially the movie tax.

This line of reasoning drives the experts to figure that the President is merely getting up a highly objectionable line of taxes so as to get the country excited against the soldier bonus.

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Plan Pharos of Columbus

Move to Create Monument to Great Sailor in World He Discovered; Island of Havti Selected as the Most Appropriate Site.

Some brief descriptions have come down to us about one of the Seven Wonders of the ancient world, the Lighthouse of Alexandria.

It was built on the island of Pharos in the harbor and was connected with the city by the Seven Furlong bridge. Accounts placing the height of its tower at 600 feet are believed to be overdrawn and 400 feet is regarded as more probable. Built by Sostratus of Cnidus, it was begun under Ptolemy I of Egypt and was finished under Ptolemy II, its cost being placed at 800 talents, which by some valuations might be the equivalent of as much as \$1,600,000.

From the Pharos of Alexandria is traced an addition to languages and an influence on lighthouse and also on other architecture. The word Pharos came to be applied to lighthouses generally and with some change in spelling is of common usage in certain modern tongues, while pharology became a technical term for lighthouse building. The first of the lighthouses in western Europe, built by the Romans, was called the Pharos of Dover, while the minarets of Mohammedan mosques symbolize lighthouses and in the earlier ones we possibly may see what their model, the original Alexandria structure, looked like. Some influence on the steeples of Christian churches is discerned by writers.

An example of special dignity and worthiness is accordingly followed in elaborate plans for creating, in the western hemisphere, a like wonder of the modern world in a monument to Christopher Columbus. Its site will not be at any modern Alexandria—but at one of the great ports of the New world he discovered, but on the is-

land of Hayti, on which he landed during his very first voyage, where he established the first American colony and where his remains were buried in 1536, 30 years after his death. During the partial occupancy of that island by Americans of late the project has been advanced to a stage where success seems certain.

If the plan is carried out as contemplated, no other undertaking will be representative of the New world in as complete a sense, for it is proposed that every western national government, large or small, shall contribute to its \$2,000,000 cost. A design for a noble structure has already been made, embodying special precautions against a Caribbean peril, the original Pharos having been destroyed by an earthquake in the Thirteenth century.

To some it will seem important to know whether the remains of Columbus still rest in the ancient cathedral of Santo Domingo, in the island's second republic, and some recent works of reference print as authoritative the version of the Spanish government as to their removal years ago. The bare statement that the wrong tomb was opened and the bones of one of Columbus' sons taken away, and not those of Columbus himself, does not seem very convincing, but if the data preserved by those called in as observers during an examination at the cathedral some years ago are accurate, a mistake was made by the Spanish. Inscriptions, lettering, other small evidences indicated that the tomb which had been opened was undoubtedly that of the son and that another tomb now holds the few fragments of Columbus' bones

and the observers were men of intelligence, including high ecclesiastics, officials and others.

But whether or not their opinion was correct, this is an appropriate site for many other reasons, and what could be a more appropriate form for a monument to the greatest navigator of all than a splendid pinnacle carrying a perpetual light for the guidance of his successors on the seas? This will be more than a flame seen afar for directing those who ply the ocean. It is also designed for those plying the upper air. Aviation is now farther advanced than was the lore of the sea in Columbus' time. Probably air routes along the short parallels of latitude in the inclement North will always be followed, but distance is much less important than safety to aviation, making miles by the hundreds in an hour.

May we not believe that the favorite routes of the future will be along the warmer, milder, safer parallels to our southern ports; that the skies to be "whitened" by flying craft will be skies to the south and that the Pharos of Columbus, looked for by many an eye on dark nights and stormy nights, will be a wonder and preserver vouchsafing in the Caribbean blessings to the imperiled greater even than those of his predecessor of the Mediterranean.—St. Louis Globe-Democrat.

Rubber Turf for Racers
Tested at a stadium near London, rubber turf is being used to surface the track on which greyhounds race. It is claimed that the material gives better footing after a rain than grass. The rubber turf also will be tested on football fields.—Popular Mechanics Magazine.

Russian Auto-Sleigh
A worker in the Molotov automobile factory of Russia has invented an auto-sleigh that runs on spoked feet instead of wheels, and instead of wheels at the back there are two pairs of skis that move along special grooves in the chassis and then press at the snow and shove the car along.

HIGHER SHOULDERS—WIDER, DEEPER NON-SKID TREAD—MORE RUBBER ON THE ROAD

These Truck Tires Will Cut Operating Costs for You

FIRESTONE has constantly been the pioneer and leader in the development of balloon tires for trucks, and in the New Firestone Truck Tire for 1935 we have incorporated improvements that enable you to maintain uninterrupted schedules at higher speeds—at lowest cost per mile.

A new tread compound has been developed, which is tougher and longer wearing. The tread has been specially designed with higher, more rugged shoulders and wider, deeper non-skid, with more rubber on the road. It is possible to hold this thicker tread to the Gum-Dipped cord body because of the patented Firestone construction of two extra layers of Gum-Dipped cords under the tread. These improvements give you greatest blowout protection and non-skid safety for the higher hauling speeds of today.

Call on the Firestone Service Store or Firestone Tire Dealer in your community today. Let him show you how these amazing new tires will help cut your operating cost and give you more dependable service.

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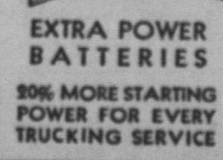
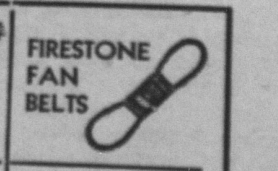


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