

BADGE GAVE HIM DISTINCTION

Persian Youngster Had Method in "Madness" Which American Nurse Could Not Understand.

Among my patients at the dispensary in Teheran was a small boy with a charming and impudent face, writes Mary W. Grisco in Asia Magazine. He wore the sleeves and part of the back of a coat and enough of a pair of loose trousers to hitch up with both hands occasionally. When I asked him where he lived, he said, "Anywhere." At every question he simply shrugged his shoulders, unclasped his hands and repeated, "Who knows?" The nurse thought he was five. One of the patients guessed eight. But I insisted that so much philosophy could not have been developed under 10, and, since he had his 12-year molars, I put him down, at that age. He refused to remain in any permanent shelter and preferred to live like a little gypsy. He had contracted typhus on the street and recovered on the street. One of the members of the Near East commission had referred him to me because of some ugly sores on his head. He improved steadily under the treatment, but begged me to give him the medicine instead of making him come to the dispensary. But I knew he would gamble the medicine away and insisted that he come for a dressing every other day. At the Persian New Year, when it was already growing warm, he appeared with a heavy felt cap, a new coat and an overcoat, which he said his employer had given him; for he boasted of being a laboring man. His pay was a quarter of a cent a day and his food, a flap of bread. When his head was cured and the bandages removed, he lamented loudly and rushed off, dragging back by the hand the member of the commission who had brought him to me and begging tearfully and eloquently to have his beautiful bandages again. Day after day he returned and begged for his bandages. Finally I learned that in the intervals between working in the tobacco shop for a quarter of a cent a day, he had lucrative employment as a beggar—and the bandage gave him pathetic distinction.

Horse-Raising States.

Ninety per cent of the 25,000,000 horses and mules in the United States are on farms, and only about 10 per cent are in cities, towns, villages and other non-agricultural work, according to advance figures of the 1920 census. It is natural that the ten central states of the great corn belt—Ohio, Indiana, Illinois, Iowa, Missouri, Kansas, Oklahoma, Nebraska and the two Dakotas—where coarse grains are raised in plenty, should be the great reservoir of horse and mule production, rearing approximately three-fifths of all the horses and mules in the country.

The farmers of this section producing horses and mules, supply their own needs, furnish work stock for adjoining farms where horses and mules are not reared, also the heavy drafters, wagon horses and expressers wanted in cities, towns and villages, and the farm chunks for eastern states where horse and mule production is not so common.

Tricks in All Trades.

Notwithstanding the efforts of librarians at the Central library to cooperate with school teachers in keeping reviews of classics out of the hands of high school pupils, who have discovered that required classics need not be read if one only can get one's hands on reviews, the pupils contrive in some instances to get the books that mean shortcuts in their courses. All of which explains, according to librarians, why the Edinburgh Review was among the library's "best sellers" last week. A Shortridge pupil discovered a synopsis and comments on "Marmion" and "Lady of the Lake" in some dusty volume of the Edinburgh paper published in 1800. Other pupils were "tipped off" and so the Edinburgh Review became suddenly popular.—Indianapolis News.

Home-Having Hearts Are Best.

A bride with a house is a bride worth having in Berlin, the London Mail declares, and matrimony has boomed for house owners. Not even during the war years were there as many marriages as last year. During 1911 Berlin registers showed 37,798 marriages, while 53,691 took place in 1920.

One of the chief attractions of marriage is the certainty of getting a house, for the authorities give the bride and bridegroom preference over ordinary people, and a bachelor anxious to settle down, finds that even in expensive Berlin married life with a home of your own is cheaper than hotel and restaurant life.

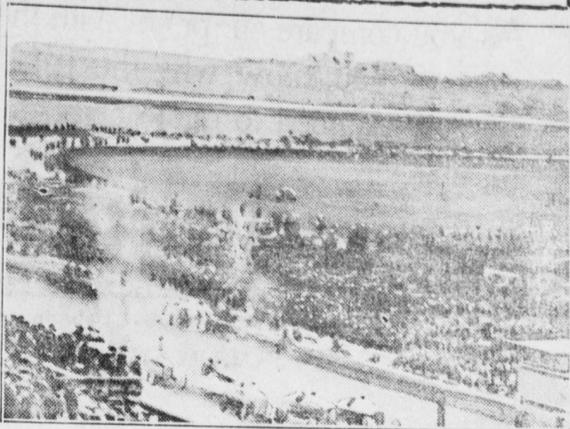
Art Prize Discovered.

An early Rembrandt, the authenticity of which is vouched for by several well-known experts, has been discovered in a little town in the Harz. The picture, which is said to have been painted in the year 1630 or 1631, is executed upon an octagonal oak panel measuring 22 inches in height by 16 inches in width. The subject is an old man of distinguished appearance. The picture is still in its original pine-wood frame overlaid with horn, which is declared by one expert to have been specially made according to Rembrandt's instructions.

Medicine.

"Is alcohol a medicine?" "I don't know," answered Uncle Bill Bottletop. "But I'll say this much. It's no good for the prevention of a headache."

START OF CHAMPIONSHIP RACE



Scene from the grandstand at the start of the championship race at the Los Angeles speedway. The event was won by Ralph de Palma at an average speed of 107 miles per hour—a new record for cars of the 183-inch class.

GOOD BRAKES OF BIG IMPORTANCE

They Are One of Most Excellent Forms of Guarding Against All Kinds of Accidents.

METHOD OF CURBING ENGINE

Emergency or Hand Brake Primarily Is to Hold Car When Standing and Secondarily to Use if Other Brake Gives Way.

By H. CLIFFORD BROKAW, Technical Director West Side Y. M. C. A. Automobile Schools, New York City.

Better have good brakes on your car than an engine, if you have to choose between the two, for the brakes are the best form of accident insurance you can have. This indicates the relative importance of the two car features. You might have the highest type of engine with unlimited power under the hood, but if you haven't also some means of curbing your high stepper and tethering it at will you are in for it. "Whoa" won't stop it either. You might better be driving an untamed broncho of the plains. The engine will get you there, it is true, but if there be no means of stopping you may go too eternally far.

The car has two sets of brakes—emphasizing the importance—and occasionally a car has more. The emergency or hand brake consists of a brake band operating within a drum on each rear wheel, connected by rods and levers to the hand lever, which has a ratchet and pawl so that it may be locked in position. This brake primarily is to hold the car when standing and secondarily to use in running if the other brake gives way or for alternating on long hills.

Operation of Foot Brake.
The foot brake, called running or service brake, is operated by a pedal, with a spring to release it when pressure on the pedal is removed, and is connected by other rods and levers to brake bands operating on the outside of the rear wheel drums, or occasionally upon a separate drum on the propeller shaft. The latter gives greater breaking power, because of the rear axle gearing leverage back of the brake, and the second drum helps prevent overheating on long hills. But this type brake does put a severe strain on the rear axle gears.

Both brakes should be kept in such condition that either will stop the car quickly. Do not let one set remain out of order just because you know the other is all right. The other might go bad just when needed.

Brake bands are lined with non-burning friction material, usually an asbestos fabric, fastened to the steel bands by copper rivets, the heads of which are counter-sunk deep into the lining, to keep the heads from contact with the drum. If the lining is allowed to wear thin the copper rivet heads score the drum into shallow grooves, lessening the braking power. Such must be turned true on a lathe if they are to be worth much for braking purposes.

Renew Brake Lining.
Equally important is the renewal of the brake lining before it is worn thin enough to expose the rivets to friction. Better have this done at the service station. It is a particular and tedious job. It is possible, however, to get the right size linings and proper rivets at almost any supply house. Remove the brake bands, punch out the old rivets, noticing how they were put in, and go to it. Remember that the rivet heads must be countersunk deep into the lining and every rivet set up tight. It requires patience but can be done by the novice.

The brake lining is one place where lubrication is not desirable, but every other place on the brake and linkage where there is motion should be lubricated regularly according to the manufacturer's lubrication chart, and be cleaned likewise. There is considerable wear to the clevises and pins; they may be renewed for a few cents and should not be allowed to wear to the danger point; besides, worn linkage rattles.

DRAG DISABLED CARS WITH RIGID TOW-BAR

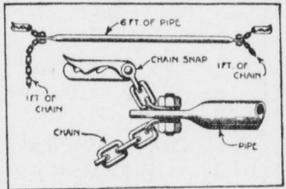
Piece of Rope or Tire Chain Are Not Suitable.

In Case of Sudden Stop Towed Machine Runs Into Rear End of Pilot and Both Vehicles Are Unnecessarily Injured.

Invariably when an automobile has broken down in the streets or on the road, the owner of a small garage will send the first available car, equipped with a piece of rope or tire chain that he may have on hand, to the scene of the breakdown to tow in the derelict. The driver of the towing-car has frequently an exciting time, especially when it is necessary for him to drag the broken-down car through city streets with much traffic. When he is compelled to make a sudden stop the towed car will often run into the rear end of the pilot and both cars are damaged.

All this can be avoided if the owner of the garage is provided with a rigid tow-bar for dragging the disabled vehicle through the streets. A rigid bar is by far the best means, as it keeps the two cars at a fixed distance from each other. Regardless of the conditions of the brakes of the disabled car, it will come to a stop when the towing-car stops.

In the accompanying illustration a tow-bar is shown which can be made from a six-foot section of one-inch wrought-iron pipe, two short pieces of chain, two bolts, and two tire-chain snags. The pipe is flattened at each



Never Attempt to Tow a Disabled Automobile With a Rope. Use a Rigid Bar.

end, and chains and snags are attached by bolts through drilled holes in the flattened ends. If no iron pipe is available, a correspondingly heavier wooden bar may be used to the ends of which the chains and harness hooks are attached.—G. A. Luers in Popular Science Monthly.

AUTOMOBILE PRINTS

The Automobile club of Philadelphia is 21 years old.

Mexico recently placed an order in this country for 100,000 automobile tires.

The cost of a new passenger car is not a deductible item when filling out an income tax return.

In the city of Montevideo, Uruguay, there are 5,500 private automobiles, 1,500 taxis and 200 commercial cars.

A smooth start is the sign of a good driver. Do not feed the car too much gasoline. Let the clutch in very gently.

Five chauffeurs and two footmen are employed at the White House garage in Washington, for the operation of motor vehicles.

Be very careful when passing another car. There may be one coming towards you. Many head-on collisions are caused by careless passings.

As a supplement to their inadequate salaries, three superintendents of public schools in Georgia are automobile salesmen, and two are garage men.

Slow up the motor car before going downhill and use the brakes sparingly. Continual dragging of brakes is injurious to the health of the motor car.

APPLES FROM ANCIENT TREE

Said to Have Been Planted Ninety-Five Years Ago, It Still Bears Delicious Fruit.

Two apples were picked by A. A. Quarnberg at Vancouver recently from what is said to be the oldest apple-tree in the Pacific Northwest. The tree is 95 years old, and is a living monument to the romantic days when the Hudson's Bay company ruled over a vast territory within the United States.

Sailing around Cape Horn in 1826, a Hudson's Bay company employee ate an apple. It seemed such a delicious apple after his long sea diet of salt horse and hardtack that he planned to raise other apples like it in his new home in the wilderness. He dropped the seeds in his vest-pocket and forgot all about them. But they were discovered by the tailor at Fort Vancouver, to whom he turned over his clothes to mend. The tailor gave them to the gardener, who planted them, and the trees that grew from them were the ancestors of the flourishing orchards which have since made Oregon and Washington famous.

The ancient tree, now standing alone on the site of the old fur post, has lived through many changes that made history. Fort Vancouver was founded on the Columbia river in 1824 by the Hudson's Bay company as the rival of John Jacob Astor's pioneer American fur post of Astoria. For years under Chief Factor John McLoughlin, known as "the king of Oregon," it was the company's transmontane capital, and its fur brigades swept as far east as the Rockies and almost as far south as the borders of modern Mexico.

When at the close of the "Fifty-four forty or fight" excitement, Oregon was ceded to the United States, the company abandoned the fort and withdrew north of the international line. When Fort Vancouver was at the height of its prosperity, the company was supreme lord over three-fourths of North America.

JUST ONE OF TWO THINGS

"Bill" Would Make Reputation, Or There Would Be a Bad Time for Employer.

Bill Blythe was really a gardener. But he was a generally all round useful man, who had never been known to say "No" when he had been asked if he could do a thing.

One day the chauffeur, who usually drove the motorcar in which Bill's employer journeyed, was taken ill.

Bill's employer had very important business engagements for that day, and it was essential that he should be driven in the car unless he was to miss some of them.

So Bill was sent for and asked if he would undertake to drive the car.

Bill had never driven a car before, but he had helped the chauffeur to wash the machine.

That was good enough for Bill. He said: "Yes."

Remembering the little theory talks he had had with the chauffeur, Bill managed to get the car round to the front door, and his employer got in.

With some maneuvering the car was driven out onto the main road, and then, gritting his teeth, Bill threw the clutch into top gear, and muttered: "Now to make a reputation or kill the boss."

Iron Ore in Philippines.

The finest unworked iron fields in the world have been discovered in the Philippines, according to a report from government experts recently received by the United States bureau of foreign and domestic commerce. The quantities of ore adjacent to good harbors, they state, will be sufficient to assure the future of iron and steel production in the United States for generations.

Already land believed to contain more than 500,000,000 tons has been surveyed. Deposits on the island of Mindanao are believed to be without a rival. They contain 275,000,000 tons close to good harbors and 130,000,000 tons within easy transportation distance of Dajkin bay, perhaps the best natural harbor on the islands. Only crude iron work in primitive smelters is being carried on at present.—From the Argonaut.

Darwin's Stand on Income Tax.

The mayor of Darwin, Australia, has become noted by his refusal for two years to pay federal income tax on the ground that Darwin had no representation in the federal parliament. In spite of official warnings, Mayor Toupin has adhered to his determination—No Taxation Without Representation. For a time, while it was understood that the northern territory would have representation in the federal senate, no steps were taken to coerce the Toupinites of Darwin, but when it became known that the mayor was leaving Darwin official action was promised. Praise and presentations, however, not penalties, have marked the departure of the mayor. Whether the tax collector will catch him when he sets foot in southern Australia is a point which will be speedily settled.—Christian Science Monitor.

Backfired.

When the clock struck "12" the other night father came to the head of the stairway and in a rather loud tone of voice said:

"Young man, is your 'self-starter' out of order tonight?"

"It doesn't matter," retorted the young man, "as long as there's a crank in the house."



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