

# JOLLY GEOGRAPHY

- PICTURES IN THE MAP -

**IDAHO**  
# 8018

**KING SOLOMON**  
DRAWN BY  
DAISIE A. IVEY,  
823 E. 14TH AVE.,  
DENVER, COLORADO.

**NORTH BORNEO**

DRAWN BY  
JIMMIE PERKINS - AGED 7,  
23 PLEASANT ST., SOUTH DARTMOUTH, MASS.

**HAWAII**

DRAWN BY  
LESTER R. BITTEL,  
37 AMHERST ST.,  
EAST ORANGE, N.J.

**AUSTRALIA**  
WESTERN AUSTRALIA SOUTH AUSTRALIA NEW SOUTH WALES VICTORIA

DRAWN BY  
NEIL HORGAN,  
6523 1/2 WILSHIRE BLVD.,  
LOS ANGELES, CALIF.

**ILLINOIS**

DRAWN BY  
JAMES B. FULL,  
ROUTE #3,  
WINSTON-SALEM,  
NORTH CAROLINA,  
AGED 16

**SANDWICH ISLANDER**

DRAWN BY  
LESTER R. BITTEL,  
37 AMHERST ST.,  
EAST ORANGE, N.J.

— JOIN THE JOLLY GEOGRAPHERS—  
— SEND IN A MAP PICTURE. —

## HIGH LIGHTS OF HISTORY -- The Story Of Columbus—Part XI -- By J. CARROLL MANSFIELD

ON THE DAY FOLLOWING COLUMBUS' DISCOVERY OF SAN SALVADOR, WHILE THE THREE SHIPS LAY AT ANCHOR, THE NATIVES SWARMED OUT IN THEIR DUGOUT CANOES, BRINGING FRUITS, VEGETABLES AND GOLD ORNAMENTS TO BARTER WITH THE SPANIARDS FOR GLASS BEADS, HAWK BELLS, COLORED CAPS AND OTHER TRINKETS . . . . .





THE TRADING WAS BRISK AND ANIMATED, EACH THINKING HE WAS GETTING THE BETTER BARGAIN. THE SIGHT OF SO MANY GOLD ORNAMENTS AROUSED THE CUPIDITY OF THE SPANIARDS AND THEY ASKED THE INDIANS BY SIGNS WHERE THE PRECIOUS METAL CAME FROM.



IN REPLY THE RED MEN POINTED TO THE SOUTH AND MADE MOTIONS TO EXPRESS "A LONG JOURNEY ACROSS THE WATER."



STILL BELIEVING THAT HE WAS SOMEWHERE OFF THE COAST OF ASIA, COLUMBUS THOUGHT THAT THE RICH LAND THE INDIANS MEANT MUST BE NONE OTHER THAN THE ISLAND OF CIPANGO (JAPAN).



COLUMBUS AT ONCE MADE PREPARATIONS TO SEEK THIS ISLE OF GOLD. WITH THE AID OF HIS INDIAN FRIENDS, THE SHIPS WERE QUICKLY PROVISIONED AND THE WATER CASKS FILLED . . . . .



ON THE EVENING OF OCTOBER 14, 1492, AFTER BIDDING FAREWELL TO THE HOSPITABLE INHABITANTS, WHO MOURNED TO SEE THEM GO, THE SPANIARDS RE-EMBARKE IN THEIR SHIPS AND SAILED AWAY FROM SAN SALVADOR.



AMIGO—AGUA—! MUCHO ORO! PRONTO,—SABE?

COLUMBUS TOOK WITH HIM SOME INDIANS, WHO HAD PICKED UP A FEW WORDS OF SPANISH, TO ACT AS INTERPRETERS IN DEALING WITH THE NATIVES OF OTHER ISLANDS . . . . .



WE'LL CALL THAT ONE FERNANDINA IN HONOR OF KING FERDINAND.

FOR DAYS THE SPANIARDS SAILED TO THE SOUTH THROUGH A SEA DOTTED WITH BEAUTIFUL TROPICAL ISLANDS, WHICH COLUMBUS NAMED AFTER SAINTS OR MEMBERS OF THE SPANISH ROYAL FAMILY.



FLORIDA SAN SALVADOR (WATLINGS I.) COLUMBUS 1492 JUANA (CUBA) HAITI JAMAICA

FINALLY, COLUMBUS CAME TO AN ISLAND SO VAST THAT HE THOUGHT AT FIRST HE HAD REACHED THE MAINLAND OF ASIA. HE GAVE IT THE NAME OF JUANA IN HONOR OF QUEEN ISABELLA'S DAUGHTER . . . . .



THE SPANIARDS WENT ASHORE AT ONE PLACE TO EXPLORE. LATER, COLUMBUS SAILED UP AND DOWN THE COAST FOR SEVERAL HUNDRED MILES BEFORE HE FOUND THE END OF THE ISLAND . . . . .



THE NATIVES TOLD THE WHITE MEN THAT EAST OF JUANA LAY A BIG ISLAND (THEY REFERRED TO HAITI), WHERE THEY COULD OBTAIN MUCH GOLD.

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THE PROSPECT OF FINDING GREAT WEALTH CAUSED A RIFT AMONG COLUMBUS' FOLLOWERS, MARTIN PINZON, CAPTAIN OF THE PINTA, DESERTED THE OTHER TWO SHIPS AND RACED EASTWARD, WITH EVERY SAIL SET, TO BE THE FIRST TO LAY HIS HANDS ON THE GOLD —: TO BE CONTINUED.

## Boneyard for Dead Circuses

Continued from Eleventh Page

ness came about through the World's Fair in St. Louis in 1903. Hall had been commissioned by a Chicago firm to supply them with horses, at his own price, so well did they respect his judgment and integrity. However, they failed to limit him as to the number of horses desired, and in a few days Chicago was flooded with his purchases.

This led to the job of handling the horses for the "Boer War Show" at the fair. Intrigued by the potentialities of the show business, Hall purchased the stranded Lemon Brothers' Circus at Omaha in the fall of 1903, and the next season it went out of Lancaster as the "William P. Hall Circus."

RAIN of weeks' duration cut into the profits, and, disappointed with the "take," Hall decided that he had best devote his time to his horses. The next season the show was leased as "Howe's Great London Circus," under another management, and thus came the start of the circus brokerage business.

The "Pan-American Shows" and the equipment of the "Walter L. Main Shows," sans title, were soon stored away in Lancaster, to be sold piecemeal at a handsome profit. This started a regular trail of defunct shows to the boneyard, Hall's farm.

Profiting by the experience of other showmen, Hall stayed out of the circus business as far as actual operation was concerned, yet he was able to indulge his hobby by dabbling with show equipment, often buying an entire show,

down to the advertising posters, and here and there a leopard or a horse tent. No other man had ever been associated in such a business, yet it paid handsome returns for 20 years or more.

Hall, you might say, capitalized on others' misfortunes; yet when bidding for a show, he always tried to be fair, and as a rule gave the unlucky showman more than he could have received from his creditors, or through any other source. Shortly before his death, at the age of 68, Mr. Hall had delegated the actual management of the circus equipment and horse business to his lieutenants, his 26-year-old son, Billy, jr., and his superintendent of horses, R. B. McClain.

There is little chance for profitable liquidation of the huge stock of circus paraphernalia, but the horses and animals can be disposed of profitably.

The decline of railroad circuses, dating from the abandonment of the greatest advertising stunt to circudom, the popular street parade, reduces the chances of turning over the beautiful wagons and cars. Yet it is possible that

some hardy showman, with more enthusiasm than acumen, unshackled by the tyranny of tradition, may come along and take the whole lot.

There is enough good, sound equipment to equip completely and lavishly a 30-car show—big, as railroad shows go today.

Billy Hall, jr., heading the business since his father's death, has announced that business will continue as usual, but that no more equipment will be bought and that stocks on hand will be sold. He will continue to handle horses and other animals.

### Ambulance History Long

THE forerunner of the modern ambulance, which speeds with wailing siren through the city streets on its errands of mercy, was a covered wagon introduced by a French surgeon named Larrey for use of the French Army in caring for the wounded in battle. The first of the covered wagons was put in use in 1792.