

## HOURS FOR SLEEP

Bed Should Surely Claim One-Third of Person's Life.

Not Much Difference as to What Particular Portion of the Night is Devoted to Slumber, but Grab Off Enough.

For a long time and in the majority of places in this country it has been the habit to stay up late at night, and in some places the early morning hours have not been given much attention. Of course this refers principally to the larger towns and cities, and while there would of necessity be some people getting to work at seven o'clock the average man or woman coming along at eight or even later would find things still in the cleaning-up and opening-up stage. Sunrise, on the mountains or at sea or in the rural districts, is an event worthy of attention and well rewards the early riser with its beauty and significance, but the early riser in the town or city has usually found everything untidy and must step over ash cans and dodge the sweepers and be satisfied with the sleepy grunts of workmen who are getting things into shape for the business of the day. It is anything but picturesque and is most unattractive.

Whoever it was who discovered sleep decided that at least one-third of a person's life was properly spent in bed, and therefore, when the crowd stows up until midnight, it is healthy and wise to remain under cover, or anyway on the pillows, until eight o'clock. The dancer or card-player (certainly we mean bridge and other perfectly proper games), huzering for the last one-step or the final hand, until one o'clock, should not be disturbed until nine. And so on, according to the accepted plan of health and happiness. But taking the other side of the argument—or rather, reversing the program—let the average person retire at ten o'clock and rise at six.

Probably a whole lot of people will grumble at the schedule suggested, and we don't pretend to say that it must be done. We haven't been appointed sleep director yet, nor yet given the right to wake people up at a certain hour. A great deal has been done, however, in the last year that tends to a more reasonable sleeping and waking scheme. Through the winter and early spring two nights each week were allowed limited lighting only. This was calculated to send the people home earlier than usual, and served to keep some folks at home after dinner or supper, according to the designation of the evening meal. A great amount of fuel was saved, according to reports, and up to date no damage has been reported to business, society or individuals.

The stores are closing early and the tendency seem to be for an early retirement generally. In Miami they are trying out a curfew—but it isn't a real curfew. It only refers to young folks under a certain age, and it won't amount to a great deal. The English understand that since should be provided of suitable strength for both the gander and the goose, and in England the curfew law closes all places of amusement and all business enterprises at a certain reasonable time. Parents are expected to take care of their young daughters and sons and themselves. The theaters and concert halls, restaurants and dance halls and recreation enterprises generally plan their programs to begin early and end in time for their patrons to get home considerably before midnight. There is no penalty for rising early in London or elsewhere, and the population, now very generally retiring about ten o'clock, is likely 90 per cent up at 6 a. m. A very large per cent is certainly up at five o'clock and many at four, and some earlier.

The eight hours mentioned is not a rigid rule of health or really beneficial to everybody. That it is enough for 90 per cent of the population of this country is certain, and thousands and thousands can live happily, beautifully and profitably with a smaller average of sleep. A few really need more than eight hours. Thomas A. Edison has been quoted as saying that four hours' sleep was sufficient—for him. Perhaps he said it, and possibly that is enough for some men at some period of their lives. The great big majority need more than four hours, and also can do very well with eight. It is then evident that by going to bed as early as ten o'clock and rising at six the worker will have a whole lot of morning time—the best always for work or pleasure or both.

### Slippers Made From Hats.

Now it happened, over there, that, though army hats were plentiful enough, hospital bedroom slippers were very, very scarce. It took a long leap of salvage ingenuity to take apparel from the head of a man and put it on his feet. But that is what the army did. With dies it cut the brims of the old army hat, which was then usually on the road to ruin, into shape of the human foot, stitched two layers together, stitched them back and forth, as is done with Japanese slippers, turned the fragments into heels, turned the crown into tips, used bits of uniform for the uppers and sent off to the Red Cross a prodigious supply of bedroom slippers.—Donald Wilhelm in Harper's Magazine.

### Rolling a Plane.

To "roll" an airplane is to turn it over sideways while flying. The pilot continues rolling until the machine is flying level again. The stunt is practically a sideways loop.

## U-BOAT CHASERS DO GREAT WORK

Allies Praise Americans for Part They Played in Durazzo Engagement.

### ACTIVE DUTY PLEASES MEN

Squadron of Twelve Commanded by Captain Nelson Forms Screen for Big Warships—One of Fate's Queer Twists.

London.—A contingent of 12 American submarine chasers played a brilliant and novel part in the Durazzo engagement. This chaser squadron effectively acted as a screen around the big ships engaged in the bombardment to protect them against submarines. The Americans were under heavy fire, but had no casualties.

Capt. C. P. Nelson and Lieut. Com. P. H. Bastedo commanded the squadron. A large percentage of the officers and men were of the naval reserve and reports of the operation praise their work highly.

The Americans definitely sank one submarine and damaged and probably destroyed another. After the engagement they escorted a British cruiser which had been hit by a torpedo safely to the base from which the expedition started. An enemy hospital ship was also taken in charge for examination.

Active Duty Pleases Men. Throughout the bombardment and when the forces were approaching the harbor the chasers circled swiftly around the big ships. A report received here says the men had a good time and evidently were pleased with the success of the first achievement of this character the chasers had attempted to work. Heretofore they have been patrolling, dropping depth charges and firing on enemy submarines.

Austria-Hungary has at the most only two modern battleships left; she has lost a large number of small craft, and now Durazzo, the advanced base of her depleted fleet, has been rendered useless, writes the British naval expert, Archibald Hurd, in the Daily Telegraph. Continuing, he says:

"Durazzo, practically dominating all one side of the Adriatic, was to the Austrians what Zeebrugge was once to the Germans. No effort had been spared to make it an impregnable port which would be valuable to the Austrians, as a base of military forces of the quadruple alliance in Albania, and in addition be a pistol aimed at the allies.

Sees One of Fate's Queer Twists. "In the scheme of attack provision had been made by the entente naval forces for the co-operation of American submarine chasers, of which quite a number have been working in the Mediterranean. It was an irony of fate that whereas the Germans boasted of the damage their submarines would do to the Americans it was the submarine chasers of our friends which traveled about four thousand miles to deal with the German partner at his very gateway.

"The American seamen will be cordially congratulated by their comrades in the other allied navies on the destruction of two Austrian submarines. The attack was a direct and menacing challenge to the Austro-Hungarian fleet, and it presents another effective blow struck at the enemy.

"The task of making a way through the mine fields in broad daylight must have been a difficult and hazardous one. We shall probably learn that some of our hardy east coast fishermen, Englishmen and Scotchmen, had a hand in clearing the passage for the

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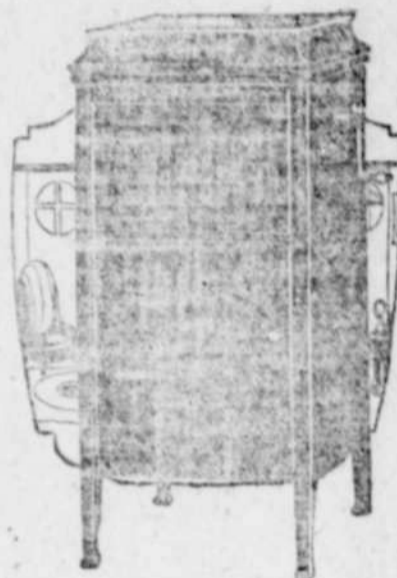
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