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Cure Sleeping Sickness With German Remedy
Hamburg—Cures are being performed on victims of sleeping sickness in central Africa, according to Dr. Martin Mayer of the Hamburg Tropical Institute, the first scientist to test a German remedy on this malady.
A German commission under the leadership of Doctor Klein is now in the tropical section of Africa applying the remedy. There are records of 170 Congo natives who have been treated.

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Good Supply of Ice in Summer Big Investment
Nothing adds more to comfort in hot weather than a good supply of ice. In dairy farming it is an investment that pays a good return in the amount of produce that it saves from spoiling. Moreover, ice is winter's only crop and it may be had for the harvesting.

ICEHOUSE ON DAIRY FARM IN NORTHERN ILLINOIS
Icehouse shown is made by the use of silt forms. Three doors allow the ice to be stored, or removed with a small amount of lifting. If silt forms are obtainable, it takes a surprisingly small amount of material to build such an icehouse, and it will keep the ice in splendid condition with no danger of fire as in houses that are built of wood. The sawdust or straw in which ice is ordinarily packed is a fire hazard that is minimized by the non-burning concrete walls.

Save Heifer Calves.
Here's a good rule to follow—save your heifer calves and sell your bull calves. If he is a pure bred he is worth good money to an older breeder—sell him. But it is different with the heifers, give them a chance to prove their worth in the milk pail.
Why Sell Rich Cream?
Cream testing from 30 to 40 per cent makes better butter than if thin. For this reason a better price will be received, which is to the advantage of the creamery patron.

Dinner in a Diner
By JANE OSBORN
(© 1923, by McClure Newspaper Syndicate.)

To begin with, Gregory lives merely knew her as the girl with the green hat. She commuted in a green hat for months. Then she changed to French blue, and the first night Gregory nearly missed his train because he didn't have the usual green hat to follow. But he quickly adjusted his eyes to the hat of French blue.

Gregory lives read what he found worth while of the evening papers and got through a good many magazines besides, because from the time he left his office until he reached his house an hour and a quarter later he read whenever it was possible.

He reached the station a few minutes before train time and used the few minutes reading. Occasionally he would give a quick glance to see whether the green hat—later the bright blue hat—was in sight. If he saw it moving toward the trainshed, then he knew it was train time.

One evening when Gregory lives was especially interested in an article in a scientific magazine he followed the blue hat without really thinking that it boarded the train on the right of the runway, whereas his train always made up on the left; and it was not until the train had drawn out of the great shed and was already going at a pretty good rate of speed that he noticed that except for the young woman in the seat opposite who wore the blue hat there were no familiar faces in the car.

Moreover, the conductor as he approached was none of those who usually punched his ticket.

He jumped up, looked about and then sat down again.

To the conductor, when he reached him, he handed his commutation ticket with an inquiring glance.

The conductor looked at the ticket and then critically at the man.

"Guess I'm on the wrong train," said Gregory. "This doesn't stop at Arden, does it?"

"This is a through express," said the conductor. "We make a straight run without stop," and he mentioned a city that was three hours distant.

"Don't you stop at Arden even if there are passengers to get off there?" came a sharp query from across the aisle—and Gregory lives noticed that beneath the hat there were very pretty eyes and a face that somehow looked familiar.

"No, we don't," said the conductor with something of contempt.

"You used to stop there. You'll just have to get the engineer to stop tonight. I've got to get off there."

"Sorry, miss," said the conductor. "They may have stopped there on request once, but not for a year or two. And of course we can't make special stops."

"I think that's perfectly outrageous," said the girl as she fumbled in her purse to get the necessary car fare demanded by the conductor. Then, having collected fare from Gregory also, the conductor moved on.

"You thought we stopped at Arden, didn't you?" said the girl.

"I imagined so," said Gregory. "But it doesn't make any difference—I—" "Doesn't make any difference!" exclaimed the girl. "It certainly does make a difference to me. I won't get home till all hours. It's dreadful."

"I only mean that it didn't make any great difference to me," said Gregory.

"Well, I think if two persons could be mistaken like this," said the pretty young woman, "then the railroad company must be to blame. I certainly thought the train stopped at Arden, and you must have thought so, too, or you wouldn't have got on it."

"I got on because you did," said Gregory quite calmly.

"You followed me!" said the girl with low-voiced rage.

"I always do. It's convenient—not you, but your hat. Then I can go on reading or thinking. You usually take the five-thirteen. This time for some reason you took the five-ten. I have just looked it up in my time-table and the conductor is right. It is not marked to stop at Arden. It doesn't stop again until eight-thirty."

"I should think you were excessively rude, if not a little crazy, to talk the way you have been talking," said the girl. "If it were not that I know who you are. You're Mr. Gregory lives and I met you at a country club dance with my brother. He introduced you—but you have quite forgotten."

WAS TOO MUCH FOR DUTCH

Island of Marken Has No Dikes to Protect It From Invasion by the Sea.

There is one piece of Holland soil from which even Dutch determination does not restrain the invading waters—one battleground which for generations has been held under tribute by the foe. It is the Island of Marken, in the Zuider Zee, about a dozen miles from Amsterdam.

This island, detached from the mainland in the Thirteenth century, lies out of the ordinary routes of travel, hence its inhabitants have perpetuated the quaint costumes and queer customs that prevailed when their land became an island.

The ground is barely above the water at high tide, so that any unusual storm would sweep completely over such protecting dikes as the people could afford to build. With characteristic shrewdness, they long ago counted the cost of such fortifications as the exposed position would necessitate and wisely concluded that the grounds at stake would not justify the expenditure.

They therefore dug such canals as would drain the soil under ordinary conditions, and used the earth thus obtained in building hillocks on which houses are erected. On seven of these mounds houses are grouped, while on the eighth is the silent home of the dead.

The buildings that are not so favorably situated with respect to the highest point of the hill are built on stilts, the lower story being merely framework and only the upper part occupied. A gangway connects with adjacent houses, so that in case of an overflow isolation cannot be complete.

—James Howard Gore in the National Geographic Magazine.

Indians in the United States.
There are about 340,000 Indians outside of Alaska. Of these about 130,000 have been released from the personal guardianship of the United States government, though many of this number retain an interest in tribal funds or tribal lands. To receive a parcel of land in individual fee-simple ownership is, for an Indian, the usual path out of wardship into citizenship. About 210,000 Indians remain in personal as well as property wardship, and in these "unemancipated" Indians the governmental, ethnic and cultural problem of the Indian is summed up. The following, with other states, have interesting or numerically important groups of Indians: Florida, North Carolina, Mississippi, New York, Wisconsin, Minnesota, Kansas, Oklahoma, North and South Dakota, Montana, Nevada, Oregon, Washington, California, Utah, Arizona, New Mexico. There are 210 reservations; their area is 120,000 square miles—Current History Magazine.

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