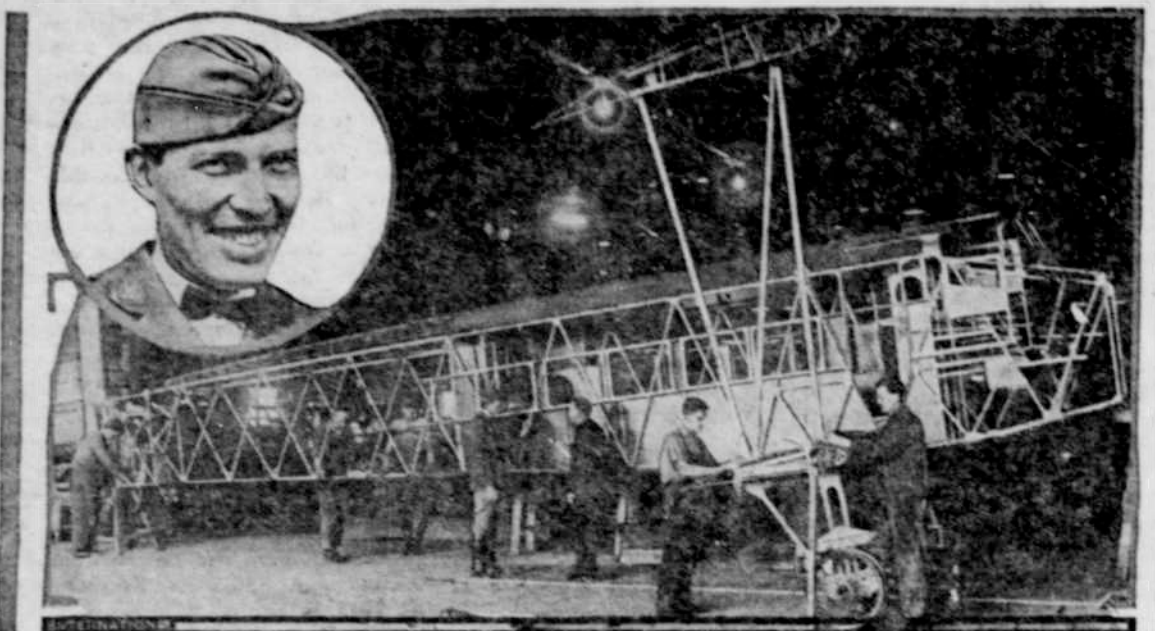


Tripoli Officials Greeting Premier Mussolini



This photograph, just received from Europe and transmitted from New York by A. T. & T. wires, shows Premier Mussolini of Italy (left center) being welcomed to Tripoli by the mayor and other officials.

Preparing for Nonstop Flight Across Atlantic



Mechanics at Roosevelt field, Long Island, at work on the S-35, Sikorsky type plane, in which Capt. Rene Fonck, French ace, will attempt to cross the Atlantic in a nonstop flight, New York to Paris, in possibly 36 hours. Inset is portrait of Capt. Roscoe Turner, American, who will accompany Fonck as relief pilot.

New Skipper Aboard the Mayflower



Capt. Wilson Brown and Capt. Adolphus Andrews photographed during an inspection of the Presidential yacht Mayflower. Captain Brown has just succeeded Captain Andrews as commander of the yacht and as naval aide to President Coolidge.

Royal Visitors From Japan



Prince and Princess Li, two of the most popular members of the imperial family of Japan, leaving the Kasumigasaki palace, Tokyo, after bidding farewell to other members of the imperial household, previous to starting their journey to the United States.

THINGS YOU MAY NOT KNOW

British liquor exports in 1924 totaled 8,372,030 proof gallons. Nearly 32,000,000 copies of daily papers are printed for every week day in the year.

Preceding "thimbles" were "thumbles" made of leather and worn on the thumb.

The pulp of the young coconut is said to contain all the constituents of the human mother's milk.

A perambulator is one kind of a good thing that few men care to push. Women of Havana recognize winter by wearing light furs and carrying fans.

Over 100 editions of Shakespeare's works were published between 1623 and 1821.

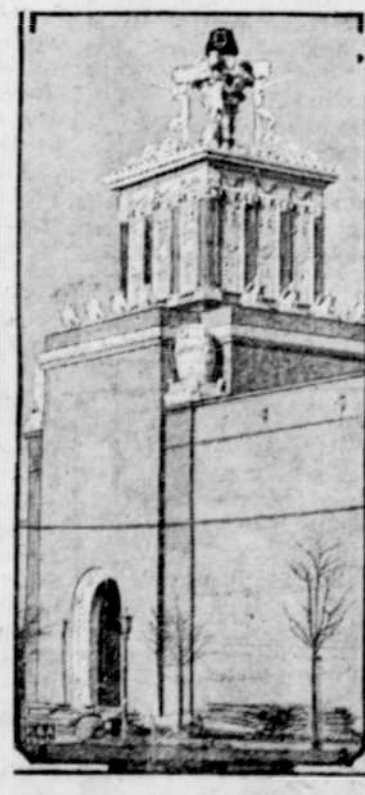
The first commander of the battleship Oregon was Captain Henry L. Howison.

ANTI-JAPANESE



If you could read what is written on the back of this Chinaman's garb you would know what he thinks of the Japanese. He was taking part in an anti-Japanese demonstration in Peking.

FEATURE OF "SESQUI"



This is the beautiful tower of the Palace of Agriculture erected for the sesquicentennial in Philadelphia. A beacon light has been installed in the huge urn on the top.

Man Who Reaches Top

To achieve what the world calls success a man must attend strictly to business and keep a little in advance of the times. The man who reaches the top is the one who is not content with doing just what is required of him—he does more.—E. H. Harriman.

Where Greatest Danger Lies

Fools and sensible men are equally innocuous. It is in the half fools and the half wise that the great danger lies.—Goethe.

ROAD BUILDING

TELLS OF NEED FOR ROAD MONEY

With the opening of the hearing before the house roads committee on the Dowell bill authorizing federal aid appropriations on an undiminished scale for 1928 and 1929, Thomas P. Henry, president of the automobile association, declared that discontinuation of the policy of government aid for highway building would be an unwarranted breach of faith with the states and would be highly detrimental to the national welfare.

The A. A. A. spokesman particularly stressed the vital character of the government's obligation as regards road building in the western states where the nation holds title to from 20 per cent to 85 per cent of the land and which is withheld from local taxation.

"It is no part of wisdom or fairness," said Mr. Henry, "to demand that these states shall build roads within their borders to accommodate the few people of their states and the hundreds of thousands who cross them for interstate trade or pleasure. The wealthier states also have the greatest number of motorists who make use of the highways of other states."

Mr. Henry's statement was made on behalf of the 775 motor clubs affiliated with the A. A. A. and was submitted in the form of a letter addressed to Representative Cassius C. Dowell of Iowa, chairman of the roads committee, the A. A. A. executive pointing out that this was but an opening statement, as representatives of many large clubs affiliated with the national motoring body would come from every section of the country, including the Far West, to urge immediate action on the Dowell bill.

Lower Fees for Use of

Roads in Seven Parks

Reductions by more than one-half in the fees charged for automobiles entering several national parks has been announced at the interior department.

The larger parks affected include the Yellowstone National park in Wyoming where the fee is reduced from \$7.50 to \$3; the Yosemite National park in California, the decrease in the fee being from \$5 to \$2; and the Glacier National park in Montana, the reduction in the fee being from \$2.50 down to \$1. Others are the Crater National park in Oregon with a reduction in the fee from \$2.50 to \$1; the Mesa Verde National park in Colorado from \$1.50 to \$1; the Mt. Rainier National park in Washington from \$2.50 to \$1; and Sequoia National park in California from \$2.50 to \$1. The fee in the General Grant National park in California remains unchanged at 50 cents.

In addition new entrance fees were established for the south rim of the Grand canyon in Arizona and Zion National park in Utah. No fee has been previously charged in these parks, but the cost of increased facilities of these areas resulted in the necessity of charging small entrance fees. The fee approved for the Grand canyon is \$1, and that for Zion, 50 cents.

Road Building Planned

in All National Parks

A co-operative agreement has been reached by the secretaries of agriculture and interior providing for the handling of major road construction in all the national parks by the bureau of public roads of the Department of Agriculture. Increased automobile traffic, together with a decision to use the facilities of the roads bureau, rather than to form a separate organization, prompted the co-operative arrangement. Congress recently passed a law authorizing expenditure of \$7,500,000 by the national park service for construction of new roads and trails to the parks. Under the arrangement the roads to be built will meet the standards laid down for approach roads to the parks and for roads forming a part of the federal aid highway system.

Towns Need Sign Boards

Suitable identification signs should be a part of every town on a main highway, because tourists have to stop far too often to ask the name of the town they are in to get their bearings. Of course this can be avoided when one happens to pass the post office of a town, but while a few wide-awake towns have advertised their community and at the same time advised motorists where they were by means of an appropriate sign on the main road at either end of the town limits, a large number of our communities have neglected this practice.

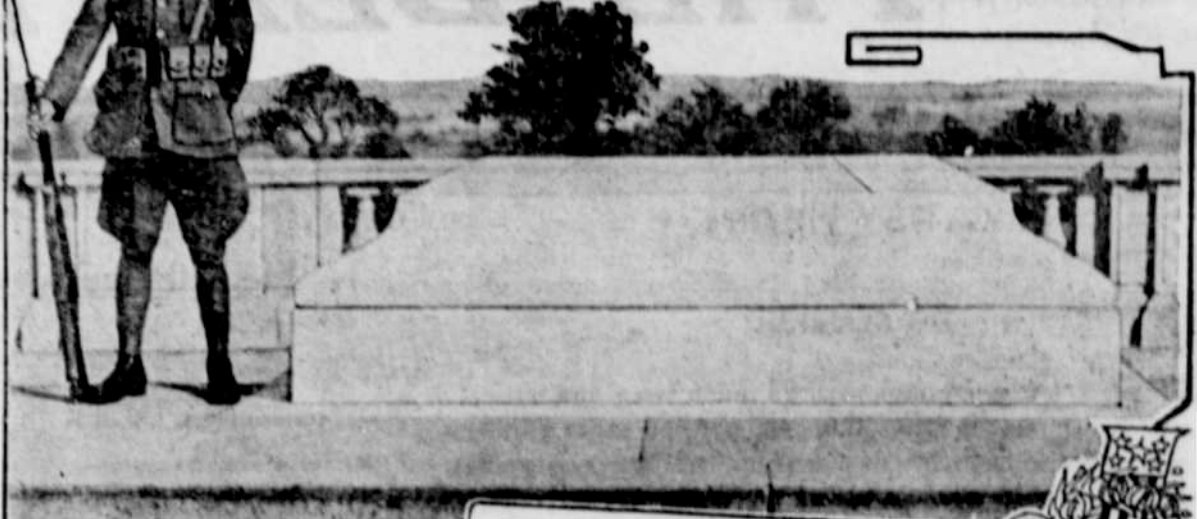
Give Right of Way

Travelers should give highway workers the right of way whether it is to the right or the left. It makes bad work where the scraper or plow crosses the road. Often the maintainer or patrolman has two or more horses on the wide machine. Whether driving a motor vehicle or a team, it is easier and quicker to give the road than to try to hold it. A little matter of courtesy and accommodation on the road, coupled with common sense, will save a lot of trouble sometimes.

Great Year in Highways

W. M. Jardine, secretary of agriculture, says in the department bulletin that this year will be the greatest of record in highway development in the United States. State department funds over the country are \$38,000,000 larger than in 1925 but those of counties and smaller units are reduced by about \$31,000,000, he adds, pointing to the trend toward placing all important highways under state departments and improving first those serving the largest numbers.

Memorial Day, 1926



CONFEDERATE SOLDIERS' FUNERAL, ARLINGTON CEMETERY

IN THE spring of 1867, only two years after the war between the states was ended, there was published in a New York newspaper a short paragraph which reported that "the women of Columbus, Miss., have shown themselves impartial in their offerings made to the memory of the dead. They strewed flowers alike on the graves of the Confederate and of the National soldiers."

The heart of the whole country thrilled to this brief announcement, says the New York Times. For, as far as we can ascertain now, it was probably the first unselfish effort of the kind toward healing the wounds of a nation which for four years had been fiercely engaged in one of the most terrible conflicts known to history.

While little has been written or published regarding the origin and development of Memorial Day, this small newspaper item, reporting the action of this group of Southern women, at least should have some mention in any history of this holiday. For a year it had no direct results, but in May, 1868, Adj. Gen. N. P. Chipman took up the matter with Gen. John A. Logan, then national commander of the Grand Army of the Republic, suggesting that this organization should undertake as a body to have flowers strewn on the graves of soldiers at some definite date.

Immediately the value of this suggestion was appreciated. Through their legislatures a large number of states set aside May 30 as a legal holiday. So great was the response of the North to the unselfish action of the women of Columbus, Miss., that it struck fire in the heart of a young Italian (N. Y.) lawyer named Francis M. Finch, who wrote a poem entitled "The Blue and the Gray," which since has become closely identified with the day. Not long afterward Chauncey M. Depew, in one of his famous addresses, said:

"When the war was over in the South, where with warmer skies and more poetic temperaments symbols and emblems are better understood than in the practical North, the widows, mothers and children of the Confederate dead went out and strewed their graves with flowers; at many places the women scattered them impartially, also, over the unknown and unmarked resting places of the Union soldiers. As the news of this touching tribute flashed over the North it roused, as nothing else could have done, national unity and love and allayed sectional animosity and passion. Thus out of sorrows common alike to North and South came this beautiful custom."

At the first formal exercises, held at Arlington, Va., May 30, 1868, following General Logan's order to the G. A. R., the principal address was delivered by James A. Garfield, 12 years later elected President of the United States. As yet the term Memorial Day, or Decoration Day, had not been linked with the observance, and his address, afterward printed in pamphlet form in Cleveland, Ohio, was simply entitled:

"Oration of Hon. James A. Garfield, Delivered at Arlington, Va., May 30, 1868, on the Occasion of Strewing Flowers on the Graves of Union Soldiers."

But year by year the idea spread, and at Memorial Day ceremonies held at Monument cemetery, Philadelphia, May 29, 1875, under auspices of Post 2, Department of Pennsylvania, G. A. R., it was recorded that "the Annual Floral Decoration of the Graves of Our Dead Soldiers has been His Adventure

"That feller, Sawney, over in Booger Heller, says he killed 65 rattlesnakes while plowing tuther day," at the Mount Pizzy post office stated Tobe Sazag of Sandy Mush.

"Sixty-five rattlesnakes?" exclaimed somebody.

"That's what he tows. He had a Jug of licker at each end of the furrows, and every time he reached the end of a row he'd take a drink. By

the time the licker was gone he was driving the horses so fast they were mighty nigh running, and he'd forgot all about the snakes. But he says there were 65 of 'em, anyhow, and prob'ly would a-been a thousand if the team and the licker had held out."—Kansas City Star.

Ruinous Giving
Let us beware lest we act as he did in the fable, who stood watch in the lighthouse, and gave to the poor in the

cabins about him the oil of the mighty lanterns that served to illumine the sea. Every soul in its sphere has charge of a lighthouse, for which there is more or less need. The humblest mother who allows her whole life to be crushed, to be saddened, absorbed, by the less important of her motherly duties, is giving her oil to the poor; and her children will suffer, the whole of their life, from there not having been, in the soul of their mother, the radiance it might have acquired.—Maeterlinck.

ies have been made of this and of the part played by the glands in obesity. Unfortunately, there is not much knowledge about these conditions.

Proof
Doris—So Arthur proposed last night?
May—Yes.
Doris—Did you accept?
May—I don't know, I was so awfully excited. If he comes tonight, I did. If he doesn't, I didn't.—Sydney Bulletin.

Cause of Obesity
Many theories have been advanced for the cause of obesity. One of these, the theory that fat people have a lower basal metabolism, or less active interchange of chemical substances going on in their bodies, than normal people, has now been proved untrue, says Hygeia Magazine. The next theory considered was that of heredity. Is there a tendency to accumulation of fat in certain families? Stud-