

STAR GAZER		By CLAY R. POLLAN	
Your Daily Activity Guide According to the Stars			
To develop message for Wednesday, read words corresponding to numbers of your Zodiac birth sign.			
ARIES MAR 21 26-27-33-35 43-50-62	1. Compass 2. Forest 3. Fire 4. Ho 5. Day	6. An 7. Today 8. Tomorrow 9. Do 10. That 11. This 12. How	LIBRA SEPT. 23 OCT. 23 41-45-51-55-59 61-67-73
TAURUS APR. 21 13-21-30-37 32-39-50-56	1. Important 2. Your 3. Energy 4. To 5. To 6. To 7. To 8. To 9. To 10. To 11. To 12. To	13. Don't 14. Don't 15. Don't 16. Don't 17. Don't 18. Don't 19. Don't 20. Don't 21. Don't 22. Don't 23. Don't 24. Don't	SCORPIO OCT. 24 NOV. 22 54-57-65-69-71 77-79-81
GEMINI MAY 21 11-19-29-40 42-64-73	1. A 2. A 3. A 4. A 5. A 6. A 7. A 8. A 9. A 10. A 11. A 12. A	25. Don't 26. Don't 27. Don't 28. Don't 29. Don't 30. Don't 31. Don't 32. Don't 33. Don't 34. Don't 35. Don't 36. Don't 37. Don't	SAGITTARIUS NOV. 23 DEC. 22 3-6-17-19 22-28-55-57
CANCER JUNE 21 13-18-23 31-43-74	1. A 2. A 3. A 4. A 5. A 6. A 7. A 8. A 9. A 10. A 11. A 12. A	38. Don't 39. Don't 40. Don't 41. Don't 42. Don't 43. Don't 44. Don't 45. Don't 46. Don't 47. Don't 48. Don't 49. Don't 50. Don't	CAPRICORN JAN. 20 FEB. 19 12-15-18-22 26-28-34-35
LEO JULY 21 23-29-49-56 66-76-82-90	1. A 2. A 3. A 4. A 5. A 6. A 7. A 8. A 9. A 10. A 11. A 12. A	51. Don't 52. Don't 53. Don't 54. Don't 55. Don't 56. Don't 57. Don't 58. Don't 59. Don't 60. Don't 61. Don't 62. Don't 63. Don't	AQUARIUS JAN. 21 FEB. 19 1-5-9-24 46-60-75
VIRGO AUG. 21 2-7-16-20 25-43-85	1. A 2. A 3. A 4. A 5. A 6. A 7. A 8. A 9. A 10. A 11. A 12. A	64. Don't 65. Don't 66. Don't 67. Don't 68. Don't 69. Don't 70. Don't 71. Don't 72. Don't 73. Don't 74. Don't 75. Don't 76. Don't	PISCES FEB. 20 MAR. 21 44-47-53-59 72-78-83-89

Oldtime Pilot Retires From Commercial Job

By FRANCIS STILLEY
NEW YORK (AP)—Capt. Dick Merrill, one of the last of the old-time fliers, ends a 41-year career of commercial piloting today. He isn't giving up flying, though. "I'd like to fly until I'm 90," said the veteran pilot who once filled his plane full of table tennis balls for a historic two-way hop over the Atlantic—so it would float if it wouldn't fly. "I get a terrific kick out of it," he added. "I can pass the physical examination for a license just as well as ever, and I expect to spend much more time in the air."

At 67, the trim, erect and tanned Merrill has put in some 37,000 hours aloft and has flown an estimated eight million miles. It was in 1926 that Merrill flew singer Harry Richman across the Atlantic and back in a single-engine plane loaded with the table tennis balls. He said it was the

Unemployed Total Down

WASHINGTON (UPI)—Unemployment probably fell by about 400,000 in September while remaining slightly over the four million mark.

The Labor Department said it would announce last month's job figures at a news conference this afternoon.

Labor Secretary Arthur J. Goldberg gave an advance hint of the contents when he told a news conference Monday that he had indications the report would show a more-than-seasonal improvement.

Manpower experts in the department said that unemployment normally declines by 0.5 per cent in September, and employment goes down by 800,000.

The return of students to fall classes accounts for most of the change since the teen-agers withdraw from the labor force to go back to school. They are not considered unemployed.

Unemployment in August was estimated at 4,542,000 and the number of jobs held by Americans was 68,539,000.

The jobless rate — after seasonal adjustments — was slightly below 7 per cent of the labor force. It was held steady at this level despite the general recovery from the recession.

Commerce Secretary Luther H. Hodges predicted recently that the unemployment rate would start to decline in the waning months of this year and gradually slip to 4.5 per cent of the labor force by the close of 1962.

Oregon Ship Joins Fleet

PORTLAND (AP)—The destroyer escort USS McGinty and its crew of nearly 150 reservists have become part of the U.S. Pacific Fleet.

In a commissioning ceremony at Swan Island Monday, Rear Adm. William A. Stuart told relatives and friends of the reservists.

"They are not leaving as mere travelers or adventurers, but are joining the forces of preparedness who represent the substance and determination of mankind to retain his individual freedoms."

The McGinty, a veteran of World War II and Korean action, will be on active duty a year or less. It will sail to Pearl Harbor, Hawaii, after a trip to Long Beach, Calif.

Sam To Get Medic Tests

DALLAS, Tex. (UPI)—Speaker Sam Rayburn, 79, was scheduled to begin a series of tests today at Baylor Hospital in Dallas and doctors said it would be several days before they could determine the nature of his ailment.

Rayburn was forced to leave Congress several weeks ago because of a severe pain in his back. He said at the time doctors in Washington diagnosed it as lumbago, and that with rest and proper treatment it would clear up.

"They told me nobody has ever died of lumbago yet," Rayburn joked as he returned to his home in Bonham, Tex., to recuperate.

But his admission at the sprawling medical research center appeared to indicate, as some close friends feared, that his illness was more serious.

Dr. Joe Risser, the speaker's physician at Bonham, said he had ordered Rayburn to enter Baylor for "tests and diagnosis," but declined to comment further.

Pact Review Suggested

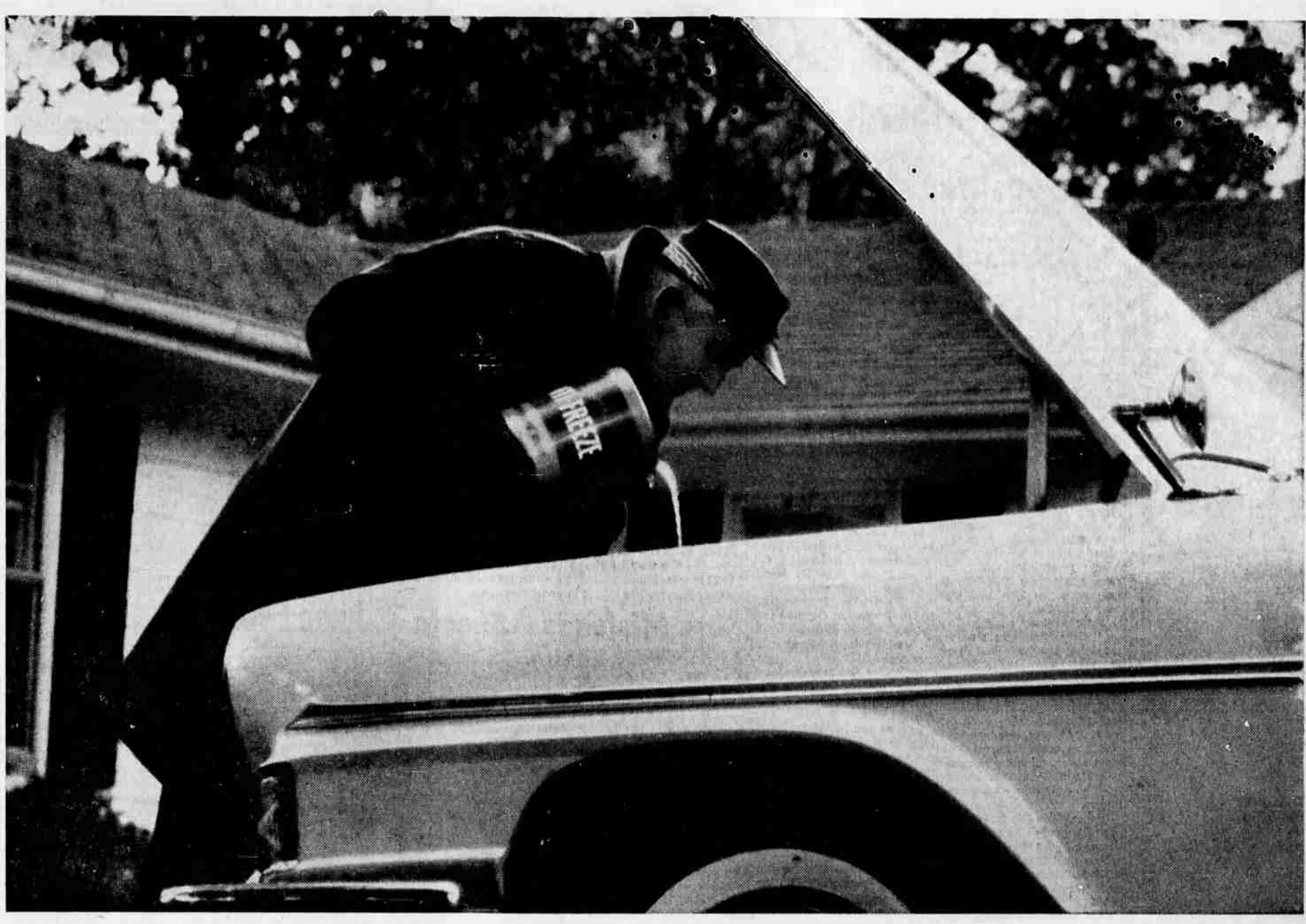
VANCOUVER, B.C. (AP)—Lester Pearson, leader of Canada's Liberal Party, suggested Monday that Canada and the United States renegotiate their treaty for development of the Columbia River.

The treaty has been ratified by the U.S. Senate, but ratification by the Canadian Parliament has been stalled by a disagreement with British Columbia.

Pearson said the Canadian federal government should get together with British Columbia officials to work out a basis on which to ask for renegotiation.

Addressing a Canadian Club meeting here, Pearson said the aim of such renegotiation would be to make the treaty more acceptable to Canada and still fair to the United States.

Changes in the treaty, Pearson suggested, might include easing of the schedule for construction by Canada of three major storage dams. He said the United States is free to build Libby Dam on the Kootenai River in Montana at its own time, but Canada is committed to a rigid schedule.



RISKY?

Shell reveals the risks you may be taking when you put in anti-freeze yourself—and challenges any anti-freeze to better this ironclad Shellzone guarantee:



1. All-winter protection to any temperature you specify —down to 62° F. below zero.
2. Free refills, if needed any time this winter, at any Shell station in the U.S. or Canada.

WE'RE NOT trying to scare you. If you really want to save a dollar or two by putting in your own anti-freeze this winter, there's a good chance you won't have any troubles.

But Shell experts think you ought to know the risks you may be taking—so that you can weigh the pros and cons for yourself.

First, the risk of leakage. Do-it-yourselfers often assume that a 100 per cent watertight cooling system is 100 per cent safe for anti-freeze. A natural enough assumption. But it happens to be wrong. Here's why.

Virtually all major brands of anti-freeze have lower surface tension than water. Therefore they can sometimes seep out through tiny holes and cracks that seem absolutely leakproof when you've got plain water in your cooling system.

Free cooling system check

Your Shell serviceman knows all about the leakage problem.

So he checks your cooling system for potential leaks before he puts in any anti-freeze. His check-up is free. And thorough. He checks hoses, clamps, plugs, drain cocks, water pump,

radiator. Eleven points in all, including every connection.

The overdose danger

Here's another assumption many do-it-yourselfers make. They assume it's a good idea to put in extra anti-freeze—just to play safe.

No harm in that—up to a point. But did you know that too much permanent-type anti-freeze can have the same effect as too little?

That's because nearly every permanent anti-freeze consists almost entirely of ethylene glycol, a chemical that behaves in a rather interesting way.

Here's what happens as you add more and more ethylene glycol to water. At first, just as you'd expect, the freezing point of the mixture goes down, down, down. But eventually, if you keep adding anti-freeze, an astonishing chemical phenomenon takes place. The freezing point begins to come back up!

If you were to fill your radiator with nothing but ethylene glycol, you'd be protected no lower than about 4° F. above zero—while the right combination of Shellzone and water can protect you to minus 62° F.

Your Shell dealer gives you exactly the right amount of Shellzone anti-freeze to protect you

down to the temperature you specify. He even includes the water capacity of your heater in his calculations. (That's a little point that do-it-yourselfers often overlook.)

After he puts anti-freeze in the radiator, your Shell man double-checks his job with a hydrometer. That's the way he can be absolutely sure you have the protection you need.

Ironclad Shellzone guarantee

Finally, he fills out the Shellzone guarantee and hands it to you.

He can give you this ironclad guarantee because he knows the job's been done right. And because Shellzone is a powerfully effective anti-freeze, with potent additives that prevent rust, corrosion, scale formation and foaming. Here's the guarantee you get:

- Shell guarantees Shellzone to protect your car against freezing all winter long, to any temperature you specify down to 62° F. below zero.
- Shell guarantees to give you free refills this winter if, for any reason, the protection you originally specify is reduced. Guarantee good until April 1, 1962, at any Shell station in the U.S. or Canada.
- Shell guarantees that Shellzone will not

clog cooling system passages, will not damage aluminum or any other metal or rubber parts of cooling system, and will prevent formation of any new rust.

Shell challenges any anti-freeze—regardless of price—to better this guarantee.

Why not drive in to your Shell station now, before the frost gets on the pumpkin? You'll avoid the last-minute rush. And if there should be an early cold snap, you'll avoid a bit of worry, too.

At Shell, 1957 scientists are working to make your car go better and better

