


## THE SUNNY SIDE OF LIFE

Clean Comics That Will Amuse Both Old and Young


LALA PALOOZA-Maybe They're the Thornton Boys



RAISING KANE-Surprise


By FRANK WEBB






Wing Talk
By Robert McCormich



$\qquad$
$\qquad$
$\qquad$roups areys and girls (several Comen) meet thget paid ar
ing upon it
actually inhhe owner; the rest goes into a
from which all owners buy p
tools and similar essentials,

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$\qquad$

The doc tore back to find appendix. A workshop benc was made into an operating ta
ble, and with the ble, and with the few unspecial
ized surgeon's tools at hand, the ized surgeon's tools at hand, th
doctor went to work. The youn man is doing nicely today the same old stand, and the doc
tor is still placidy flying the When the patrol on his time off.
$\qquad$
$\qquad$ throws off enthusiasm for the proje
in all directions, wangled $\$ 18,000$ fo worst ship graveyards on East coast. The usual complement
of a base commander and 76 me
took over, with their customary
$\qquad$
$\qquad$
$\qquad$
Yet the planes carried no
bombs, and could only radio the army or navy for help when
they found a sub. Another bas was set up, and another and an
other, and at each one, the sink other, and at each one, the sink
ings went down.
One day two CAP planes foun

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Beating Old Man Weather For U. S. Pilots and Passengers Weather Conditions Noted
Throughout Entire Flight
BLACKLAND AR ARM FLYING
SCHOOL, WACO, TEXAS. - Weath-
er, probably the most dangerus sin-
gle element to flying, is rapidly be-
ing licked for American pilots and
passengers by a relatively few high-
ly trained civilians and soldiers.
No olonger is it necessary for a pilot
to go out, giance at the clouds, sniff
the wind-and risk his life on his
prophecy, Now, when Lieut. John
Smith walks into operations to re-
quest a plane for a cross country
flight, he submits his flight plan to
the weather offcer and it is re-
turned with the present weather con-
ditions noted all the way to his des-
tination.
If conditions warrant it, the
weather office ean alter the
course, stop him at any place on
his route or, if necessary, hold
him to the ground right at his
home station even if the skies
maay be blue, the ceiling and vis-
ibility ulimited.
At Backland Army Flying school
near Waco, Texas, the regular army
RAILROADS
AND THE AMERICAN WAY
AT ELEVEN O'CLOCK on a AT ELEVEN O'CLOCK on a
urday morning I stood at the wa
edge of the Pacific ocean. B
I had completed my luncheon
dining car, a railroad train had dining car, a railroad train had ca
ried me eastward and upward
where I was nearly 4,000 feet abo
the ocean I had just left. By dinn the ocean I had just left. By dinner
time I was down again to less than
1,000 feet above sea level. Before to nearly 3, , ooo I feet been up then again
to almost sea level. When to almost sea level. When I got out
of bed the next morning, I was up
to considerably more than 6,000 feet. Such are some of the ups and
downs of railroad travel through the
western mountains. To achive western mountains. To achieve
them, the train winds through deep
gorges, follows winding arroyos,
cuts through mountain spurs with cuts through mountain spurs with
long tunnels.
Building such railroads called for
faith, vision, genius and ability.
Building them meant faith in the
nation, in its institutions, in its fuof the men who promoted them.
They could see the future of that
portion of America which lay west
of the mountains and the deserts;
they could see it as a land of homes.
a productive land which would
provide things needed by American
people. It took genius, greater than
that of the average to figure the
"how of mastering those terrific
ups and downs. It called for con-
structive ability to apply the genius,
the vision and the faith.
Construction of our transcontinen-
tal rairroads, today carrying the
products of the East to people of the
West, and those of the West to peo-
ple of the East, opened a new
America. It made possible the farm
homes of the West, the cities and
towns that are as much a part of
the nation as are those of the Atlan-
tic seaboard. It made us a homoge-
nous people. Directly and indirect
ly, our railroads have provided mil-
lions of jobs; they have added bil-

board, with a poust-war program cal
ing for IN THE PRODUCTION of an ispaper, there are more than 200,000
chances for error. It is remarkabl
that so few actually get through WHEN THE WAR IS OVER, WE MAY NOT LIKE his theory o
government, but we do like that

| port means little to the untrained reader, but to the weather man or pilot, it is a perfect description of conditions at the sending station. The "WC" at the beginning o the report represents the station which makes and sends the report. The W and C being the first and middle letters in Waco. <br> The following " X " indicates that the airport is closed; no landings because of bad weather at the time of the report which is also given: " $10: 30$ o'clock Central War Time." <br> Ceiling Zero, one-fourth mile visibility with fog is all summed up in the figures " $01 / 4 F$." If the ceiling is high it may be only estimated, or it may be measured accurately by |  |
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Fun For Your Family
Home to Aerial Castaways for a Month
 forced down in the north woods, where the men not only managed to
survive for more than a month but actually gained weight. The men survive for more than a month but actually gained weight. The men
were rescued and arrived safely at Presque Isle army airfield, Maine.
Their big plane was fiown out under her own power after being equipped

## Americeln Action





Awkwardness

CLASSIFIED DEPARTMENT SPRAYING FORMULAS


MOROLINA/



