

MEDICAL OKAY
 LONDON, (CP) — Dr. J. Gordon wrote in the medical journal Family Doctor that contrary to popular belief, it is medically all right to wash oysters down with whisky.



AUSTRALIAN BUSHMEN DO NOT WEAR HEARING AIDS!

HEARING AIDS represent progress in civilization. They are a badge of intelligence and consideration on the part of the wearer, and that's too much to expect of an Australian Bushman.

Now here's the important question: Are you or some hard-of-hearing friend acting like a Bushman by not wearing a hearing aid?

Some people in our highly civilized society refuse to wear a hearing aid because of their enslavement to false personal vanity. These otherwise intelligent men and women think that they can hide their hearing loss. They don't realize, or want to admit, that their deficient hearing is obvious—and a tremendous burden—to friends and associates who have to repeat and shout to make themselves understood. Their deafness is more obvious without a hearing aid than with one.

Because they cannot hear, these people give the impression that they are dull and backward... many lose their friends... lose their jobs... even jeopardize their lives and the lives of others because while driving autos and crossing roads they miss the warning sounds and signals that guide us safely through everyday life.

We are sure you'll agree: that's an enormous price to pay for false vanity!

If you have been a "hesitant" hard-of-hearing person, we urge you to join the hundreds of thousands of progressive people wearing Zenith Hearing Aids. You will be helping yourself to a fuller, happier life. And you will be removing the burden of your hearing loss from others around you—they will appreciate your consideration.

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ZENITH HEARING AIDS

By the Makers of World-Famous Zenith TV and Radio Sets

Dark Lightning

By Helen Topping Miller
 Synopsis

Gary Tallman, young petroleum engineer from Alabama, misses his bus in Texas and Mona Mason, wife of a cattle rancher, gives him a lift. Gary is injured when her car crashes in a ditch and the Masons nurse him back to health. He falls in love with twenty-one-year-old Adelaide but, unwilling to propose to her until he has a job, Gary decides it is time to be on his way to Mexico. Because he suspects there is oil on the Mason land tests are made, and scientists uphold Gary's opinion. Adelaide drives Gary to the oil fields to find a drill contractor for Harvey Mason.

CHAPTER XIII

The spell of it, the thrill of it, had Gary again. He leaped up to the muddy derrick floor and reached a hand to help Adelaide.

Above them, the silvery derrick loomed a hundred feet in air, beautiful as a chord of music, shining in the sun. And under their feet, thrust into the earth strange pipes and tools went down, keeping their secrets of what lay beneath.

"Now you're standing over an oil well," Gary said. "It's just come in and all the stuff is still here, so you can get an idea of the job it is to drill one. Want to wait in the car while I hunt up the fellow who's in charge of this outfit?"

"Let me go too. I'm fascinated, Gary. I'm so glad we're going into oil!" Her eyes were glowing, her cheeks flushed. "Is this the oil well here, where this black thing sticks down?"

"No, that's what oil men call the rat hole. Just a hole dug to rest that tool in. The well's here—under this little shining jigger—it's shut off now. They may not let it flow for a year or two, but it's ready to go."

A rickety trailer was parked under a tree, beyond the two big boilers. Beyond it, on a piece of electric wire, two shirts and a dreary looking sheet dangled limply in the sun, and under the tree, stretched on an army blanket, lay an unshaven man of middle age, with his hat dragged down over his eyes and a small white dog curled up in a sleepy knot on his chest. The dog sprang awake and charging, yapping, as they approached, and the man sat up, scrubbing his eyes with calloused fingers.

"Know who owns this drilling outfit?" Gary asked.

"Sure I know — Hymie Starr owns it. Going to move it tomorrow, down to their Henderson field."

"No luck," said Gary to Adelaide. "We'll have to look somewhere else."

"You looking for a drilling job?"

BURGESS BEDTIME

Continued from page 7

several times Homer headed straight into the wind. He didn't want to. Flying against the wind would be hard work. But something told him that if he would get home he must fly in that direction. It was that little compass in his head called instinct that made him sure home lay straight in the direction from which the wind was blowing. Most of the flock followed him, for the homes of most of them lay in that general direction.

The farther they flew the harder the wind blew. It was tiresome. It was very tiresome. They hadn't flown a great distance before some of the weaker birds began to fall back. They couldn't hold the speed against the wind. Presently Homer found that there were only three or four birds with him. One by one these dropped back until at last Homer was flying alone. At times it seemed to him he didn't move ahead at all. That wind was so strong it blew him almost to a standstill in the air. His stout wings grew more and more tired. Still he kept on. He was tempted to give up, and seek shelter down below. But something inside kept urging him on. Now and then the wind would lessen a little. That made easier flying, and it renewed Homer's courage. Without knowing it he was meeting a test of pluck; a test of one of the most important things a racing bird has. The two chief things in success in racing are speed and pluck. Of course pluck is just a shorter substitute for the word courage.

The wind blew and blew and blew. The farther he flew the harder the wind seemed to blow. It didn't really blow any harder, but it seemed that way because Homer was growing more and more tired. When at last he was near enough to home to see familiar things, farns over which he had flown many times, Homer felt ready to drop. It seemed as if he couldn't

over to Grace's place with me? She telephoned — and it's late, and Harvey doesn't like it if I drive alone at night."

"(Continued)

Heavy Spending Leaves Tax Future In Doubt

OTTAWA, (CP) — One doorway to smaller federal taxes — reduced government costs — swung shut last week with the announcement the government plans slightly higher expenditures.

Whether the government decides to open another door — deficit financing — will not be known until Finance Minister Abbott's budget comes down, probably in March. The blue book of estimates tabled in the Commons Friday listed a peacetime record of \$4,461,761,000 for government spending in the 1954-55 fiscal year.

That amount is 1.3 per cent more than the \$4,398,468,000 in expenditures authorized to date in 1953-54, and it held no hope of a tax cut.

Taxes could be reduced by deficit financing, with the government borrowing to make up the difference between tax receipts and expenditures.

However, such a decision would be a departure from an unbroken string of government surpluses since the end of the war, during which budget surpluses have helped reduce the national debt to about \$11,000,000,000 from its peak of \$13,400,000,000 in 1946.

And it is known that the government's advisers have concluded that this is not the time for a switch from the pay-as-you-go principle.

Shift The Load

If accepted by the government, this would rule out about the last hope of taxpayers for a lower bill from the government of 1954-55.

The forthcoming budget could, however, shift parts of the tax load from one group of taxpayers to another.

The estimates of \$4,461,761,000 in move those wings another stroke. But there straight ahead of him was Farmer Brown's barn and home. There was Mrs. Homer, and the two precious eggs she was sitting on. He had to get there, and he did. He was only one of the flyers that finished the race that day.

Schooner Wrecked In Conception Bay

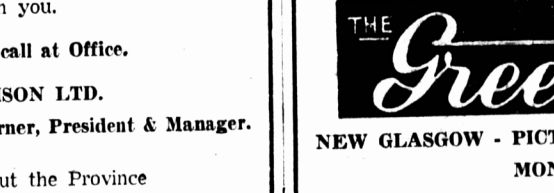
ST. JOHN'S, Nfld. (CP) — The schooner Irene Mary of Lunenburg, N. S., went aground Sunday near Grates Cove in Conception Bay. No one was injured, but the ship is said to be total loss.

The captain and his seven man crew scaled the cliffs of the bay when the 162-ton schooner ran aground. The captain and the crew were not identified. The vessel is owned by S. L. Nanuss.

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