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NEW YEAR'S DAY

Festival of celebration of the beginning of a new year have been traced back as far as 3000 B. C. to ancient Babylon. They may have been held long before that.

Through the ages various peoples have observed various days of New Year's Day.

In view of the many calendars, which have been employed to mark the passage of time, much confusion has resulted. Different peoples have counted the years from some real or imaginary event, and the length of the year itself has varied according to the calendar used.

The Mohammedan year, for example, is governed by the moon, instead of the sun, and consists of 12 lunar months, or only 354 days. The Hebrew calendar also consists of 12 lunar months, but is calculated on a different basis, making 354 days in these months.

The ancient Egyptians used 12 months of 30 days each, but five supplementary days were added at the end of each year.

Similar peculiarities marked the year of various other peoples. At one time or another every day in the year has been considered New Year's Day according to some calendar or other.

Our present calendar is a modification of that established by Julius Caesar in the year 46 B. C. and is based on the sun.

It was made some rearrangement of the number of days in the various months, so that August, named for him, might have as many days as July, named for Julius, for several centuries had only 29 days. The calendar we now use was established by Pope Gregory in 1582.

So, when we observe New Year's Day we may understand that it is the first day of a year arbitrarily selected as a convenient means of reckoning the flight of time.

NEW FARMER PLANKS

In a recent booklet the American Farm Bureau Federation gives, among other valuable information, its platform for American agriculture. The ten planks of this platform, in condensed form, are as follows:

1. The support of sound and economical production practices.

2. Placing in the hands of producers the control of the sale of farm products.

3. Equality for farmers in the standard of living and in the purchasing power.

4. Development of schools, roads, rural electrification, churches, health agencies and all other factors contributing to an ideal community environment.

5. Farmer representation on all important public and community issues.

6. A national agricultural policy based on a free and independent farm people, as contrasted with foreign dependent systems.

7. The creation of new and enlarged markets for American farm products.

8. Maintenance of that economic system which protects private ownership of property and provides a just reward for individual effort; public protection through regulation; it opposes communism.

9. Providing an organization to supply facilities for farm action in building a permanent, prosperous, free, independent American agriculture.

This appears to be a sound platform, worthy of the support of everyone who is engaged in the country's important work of agriculture. It might well be supported by all other industries, also.

A GO-GETTER AT 86

When Mrs. Herbert Hoover christened the new Dollar Line ship, the President Hoover, a few days ago, Captain Robert Dollar, the 86-year-old owner of the line, was not present. He was in China looking for new business for his great fleet of ships.

The President Hoover, by the way, is the largest merchant ship owner in the United States, having 600 feet long, with accommodations for 1,200 passengers, a second ship of the same size is under construction.

Five carriers have been more picturesque or more successful than Captain Dollar. Born in Scotland of poor parents, his schooling ended at the age of 11, and then he went to Canada his active career began as a laborer in a lumber camp when he was 12.

Shortly afterward he came to the United States and was naturalized as an American citizen in 1888. He engaged in the lumber business and lumber trade and was long been known as one of the largest operators of lumber vessels in the world, all of which he bought his first vessel, and he is not a licensed shipmaster. His title of "Captain" therefore, is merely honorary.

But, even if he is not a "clean up for business" man, he probably knows more about operating them at a profit than any other living man, and has not slowed down appreciably as a business go-getter, in spite of his 86 years.

NEW LABOR SECRETARY

A few days ago the third man to preside over the Department of Labor since its creation, by the Department of Commerce in 1913 was inducted into office. He is William N. Clegg, born in Virginia, 48 years ago.

The only other man to hold the Labor portfolio are William B. Wilson and James F. Davis, both of Pennsylvania. Wilson served under President Wilson, while Davis has served under three Presidents—Harding, Coolidge and Hoover.

Secretary Clegg rose from the ranks of railroad trainmen, his education having been received in the public schools and in a mining college. Since 1900 he has been prominent in the Brotherhood of Railway trainmen, and for 34 years had been the legislative representative of that organization in Washington. Since 1920 he has been editor and manager of the Railway Trainman.

He has been a close friend of President Hoover since the day, when he served with the Federal President in the administration of Woodrow Wilson.

Church News

FIRST CHURCH OF CHRIST, BARRINGTON

East Main Street
Sunday service, 10:45 a. m.
Sunday school, 9:30 a. m.

Golden Text: Psalm 46:1. There is a river, the streams whereof shall make glad the city of God, the holy place of the tabernacles of the most High.

Wednesday evening meeting, 8 p. m.
Reading room and lending library at 110 N. Hough street open to the public daily except Sunday from 12 o'clock noon to 4 p. m. Also Wednesday evening from 6:45 to 7:45 and Saturday evening from 7 to 9 o'clock.

SAINT JAMES, DUNDEN

Every Sunday at 8:00 a. m. and 10:00 a. m. Communion 1st, 3rd, and 5th Sunday 10:45 a. m. Church school, 9:30 a. m.

2nd and 4th Sunday, 10:45 a. m. Morning prayer and sermon.

REV. S. H. H. GRAY, Pastor.

ST. ANNE'S

Sunday, Low Mass, 8 a. m. and 10 a. m.
High Mass, 10:30 a. m. and 12:30 p. m.
Sunday school at 9:30 a. m. and 10:30 a. m.

Confession, 8 p. m. and 10 p. m.

REV. JOHN A. DUFFY, Pastor.

SALVATION EVANGELICAL

A "home-like church" invites friends and neighbors to the village in its services on the Lord's Day.

At 9:30 a. m., Sunday school with classes for all ages.

At 10:30 a. m., Divine worship. Sermon by the pastor on text Ecclesiastes, 7, 8. "The end of a thing is better than the beginning thereof."

At 7:30 p. m., Evening devotion and sermon on the subject, "Unity." Both services are in English, the subject, "Unity," being the subject for the year 1930.

At 8:00 p. m., Sunday school with classes for all ages.

At 9:30 p. m., Wednesday, Dec. 10. To public in connection with the subject, "Unity." To public in connection with the subject, "Unity." To public in connection with the subject, "Unity."

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Uncle Sam Goes to Sea Again

American Flag Now Flies in Every Port in the World

—British-Our Only Rival—

By GALEN JOHNSON

Uncle Sam has taken to the sea again.

We have been hearing a great deal about the American Merchant Marine, these past few years, but few realize the extent to which shipping flying our nation's flag has regained the commanding position on the high seas that it used to occupy before the Age of Steam.

Before the Civil War there were few American ships sailing to foreign ports. The United States ranks second only to Great Britain in the number of our ships engaged in foreign commerce, and only Great Britain excels in the annual volume of ship construction. And that condition is getting better, from our point of view, from year to year.

Twenty-five of our modern sailing ships the United States flag in the world. In the first 15 years of our national history, the United States flag was carried on only 15 sailing ships.

Today the United States flag is carried on 1500 of our modern sailing ships, the fastest and most profitable merchant ships in the world. At the present time, the United States flag is carried on 1500 of our modern sailing ships, the fastest and most profitable merchant ships in the world.

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