Great Things Hoped of Exploration in Mexico

Egyptology carries its devotees back to a profound antiquity in comparison with which all the remains of Mexico seem almost modern. But Egyptian history is known and written, while not only the history but also the ethnology of early Mexico remain mysteries. For example, the Quiche of Guatemala and the Maya of Yucatan, whose great temples and cities may appear similar to the uninitiated, were in reality distinct peoples, and they both had languages which seem wholly unrelated to the language of the Aztecs of Mexico. It is not wide of the mark to assert that "Mexicology," if such a word may be coined, is still in its infancy despite the remarkable discoveries and erudite studies of the savants.

The gold-greedy Spanish conquerors were ever searching for El Dorado, the city of gold. There were plenty of Aztec legends of such a city, but the rapacious explorers seldom found anything more golden than the mud pueblos of the Zuni and Hopi in the desert north, or the crumbling and ungolden ruins in the jungles of the south.

"Ghastly" Joke Enjoyed by Renowned Scientist

Steinmetz was usually very chivalrous and respectful toward women, but there was one trick he delighted in playing on them, wrote Jonathan Norton Leonard in "Loki, the Life of Steinmetz." He had part of his establishment lighted with the same mercury vapor lamps which made things hideous in the conservatory. Near a doorway he placed a full-length mirror.

When any girl came to the house whom Steinmetz suspected of being proud of her looks, he would carefully maneuver her to the doorway and turn on the mercury lamps. The expression on the girl's face never failed to delight him. Reflected in the mirror, she would see herself with ghastly green skin and dark purple lips—rather as if she'd been dead for two weeks.

Steinmetz said this proved everything was relative.

Words in Languages

Probably the languages considered the most expressive are those that contain the most words in actual use. An article by Dr. Frank Vizetelly in the World Almanac states that the reputable English language contains about 700,000 words, nearly half of which are words of scientific terminology or obsolete and archaic words. Unabridged English dictionaries contain from 400,000 to 500,000 words. The German word-book, according to Doctor Vizetelly, contains about 300,000 words and Grimms' German dictionary 150,000 words; Littre's French dictionary, 210,000 words; Petrocchi's Italian dictionary, 140,000 words; Dahl's Russian dictionary, 140,000 words; Carlos de Ochoa's Spanish dictionary, 120,000 words.

As It Might Be Today

Aaron steps before Pharaoh and begins to wave his wand. Two minutes more and Egypt will be covered with frogs, locusts, service stations and other plagues. But before Aaron can utter a word, three members of the Magicians' union, local No. 146, step forward.

"Where's your card?" they ask.

"I haven't any," Aaron replies.

"He ain't got a card!" they cry. "Come on, lawyer, do your turn."

So the union's lawyer hands Aaron a copy of an injunction, and the children of Israel are forced to go back to their bricklaying until there is a slump in the real estate business, and the Egyptians are only too glad to lay them off.—Kansas City Star.

Americans on English Turf

No American horse had ever raced in England until Richard Ten Broeck, in 1856, took a stable across. His great mare Prioress, in a field of 37 starters, ran a dead heat with El Hakim and Queen Bess in the Cesarewich, a course 2 miles 2 furlongs and 28 yards. In the run-off the American horse won by a length in 4 minutes 15 seconds. From that time on American turfmen began taking a prominent part in British racing, among the more prominent being James R. Keene, Pierre Lorillard, August Belmont, Richard Croker and Clarence Mackay.

"Frankenstein"

In Mrs. Shelley's book Frankenstein was the name of the young student in chemistry and anatomy who created the monster. Frankenstein is now a synonym for a man whose own works bring him to disaster or destruction. And, as the monster of the romance bears no name, the name of his creator has often been transferred to him, so that "a Frankenstein" has come also to signify, in popular usage, a being of the most appalling ugliness and brutality, having no trace of the moral sense whatever.

"Classic" Suicide

Disinherited by his father in favor of a cousin, Herbert Basil Elliott Duncombe, an actor, thirty years of age, committed suicide in classic fashion at Cambridge, England. Emulating the example of the Romans of the classic ages he opened a vein in his wrist and bled to death. Beside the body was found a book written by Seneca. It lay open at a chapter headed, "On Taking One's Life."

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GALENA

Mrs. James Hicks died at her home on Sunday, March 13, after a long illness, she was one of the oldest residents of the town.

Mr. Earle O'Neal spent the week end with his sister, Mrs. Micheal Moffet, near Clayton, Delaware.

Mr. and Mrs. S. G. Caldwell and daughters, of Chestertown, Md., were Sunday guetss at the home of Mrs. Linda Walls.

Mr. Edwin Chrisfield, who has been quite ill at the home of his niece, Mrs. Keene Horsey, is some what improved.

Miss Julina DeShane returned to her home in Bethel on Friday after spending a few weeks with her aunt, Mrs. A. P. Prettyman.

Mrs. Harry Smith and son, of Salisbury, Md., are visiting her parents, Mr. and Mrs. James Scotton.

Mr. and Mrs. L. R. Vansant are visiting their daughter, Mrs. Terry Mitchell in Waynesboro, Pa.

Mr. William Pennington, of Baltimore, spent the week end with his mother in Fredricktown, Md.

Mr. and Mrs. Franklin Cohee and daughter, of Washington, D. C., spent a few days last week with his parents, Mr. and Mrs. Frank Cohee.

Mr. and Mrs. Harvey Bramble purchased the "Tea Room" near town, formerly owned by Mr. John H. Vansant and will continue the business.

An entertainment consisting of plays, a monologue and singing will be given in the M. E. Chapel Monday evening, March 28 at 8 o'clock.

Miss Clara Bradon of the Sudlersville group of churches will give steroption pictures of the Easter story in the M. E. Church palm Sunday night.

WORTON

Mr. Edward F. Lambert who has been quite ill at the home of his sister, Mrs. C. G. Hadaway, for several weeks was taken to Easton Hospital Monday for special treatment.

Mr. and Mrs. John Duyer entertained the following at dinner Sunday: Mr. and Mrs. Charles Ford, of Chestertown; Mr. and Mrs. Harold and daughter, Thelma, of North East; Mrs. Blanche Loller and son, John Carroll, Mr. Thomas Hadaway and Mr. Wm Knight.

Mr. and Mrs. H. M. Mathews, Mrs. Henry Rasin, and Mrs. Joseph Duyer spent Monday in Wilmington.

Mr. and Mrs. Irving Kroll and Mr. and Mrs. Joseph Koryeki, of Baltimore, spent Sunday with Mr. and Mrs. Joseph Duyer.

Miss Esther Clayville has returned home after visiting at Rising Sun.

Mr. and Mrs. Harry T. Williams entertained at a family dinner Thursday.

Miss I. C. Cooper who has been confined to her bed for several days is able to be up again.

Miss Maude Morris, of Denton, is visiting Mr. and Mrs. C. C. Ivens.

Mrs. Julian Crew and little son, Julian Lee, spent several days this week with her parents, Mr. and Mrs. S. J. Lee.

The P. T. A. met at the school Wednesday evening after a very interesting program Ice Cream and Cake were served.

Mrs. John Money and little son, George Gilbert, of near Kennedyville spent a few days this week with Mr. and Mrs. John Duyer.

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BIOGRAPHY OF LAMBERT WICKES

Yale University Press Publishes Biography of Kent County Naval Hero of American Revolution

Editor's note—Captain Lambert Wickes, described herein, was born at "Wickliffe," on Eastern Neck Island, in Kent County, Maryland. The author was given assistance by the following descendats of the Wickes family of Ket County: Mr. Thomas DeCoursey Ruth, Judge Lewin W. Wickes, Mr. T. H. Hoge Patterson, and Mrs. Emma DeCoursey Holt. A large number of other descendants of this famous captain live in Kent county.

New Haven, Conn., March 17—A biography of Lambert Wickes, based on documents discovered in European archives which only recently have become accessible, will be published tomorrow by the Yale University Press. It contains hitherto unpublished information which shows that this naval captain of the American Revolution deserves to stand with John Paul Jones among the great captains in America's first navy. Written by William Bell Clark, author of "When the U-Boats Came to America," the book "Lambert Wickes, Sea Raider and Diplomat," also contains new information on the marine history of the Revolution. It is published on the foundation established in memory of Philip Hamilton McMillan of the Class of 1894, Yale College.

Wickes' modesty, Mr. Clark finds, was his outstanding characteristic and is responisble for "posterity's failure to award his rightful position in American history."

Wickes dared the English seas many months before Jones sailed the "Ranger" in European waters, and was the first regularly commissioned naval officer to attack English shipping off the British coast, Mr. Clark shows.

"A whole year before Jones received an official salute from a French squadron in Quiberon Bay," Mr. Clark says, "Wickes had raided shipping in the English Channel and taken a King's packet off Falmouth. Twelve months before Jones whipped the 'Drake' of Carrickfergus Road, Wickes haad sailed around Ireland, destroyed or captured eighteen vessels, struck terror in English mercantile circles, sent marine insurance rates soaring in the United Kingdom, and won his way back to a French port after a desperate flight from a powerful British ship-of-the-line.

"In this one startling achievement, Wickes came so near his objective—a definite break between England and France—that the French foreign minister believed was inevitable. The deed of Lambert Wickes guided the hand of the Comte de Vergennes in writing to the French Ambassador at London, 'The flame of war is to all appearance ready to burst forth, and will probably have broken out before my letter reaches you.' That was six months before the famous treaty of Versailles between France and America. What Burgoyne's surrender at Saratoga made possible, in February of 1778, Wickes' daring cruise around Ireland came within a hair's breadth of affecting in August of 1777."

The capture by Commodore Wickes and a trio of small vessels of the 18 British ships was one of the outstanding exploits of the maritime war with England, and is described by Mr. Clark in the light of the new material recently made accessible.

The three vessels, the "Reprisal," carrying Wickes, the "Lexington," and the "Dolphin" cruised around Ireland and at the lower end of the North Channel stationed themselves so that they could intercept all inbound and outbound shipping. For a week they remained in this area flying the Union Jack and taking every ship that sailed into their trap. Of the eighteen ships captured, some were destroyed, others were filled with valuable cargoes and sent to French ports, and others, loaded with prisoners were sent back to England. On the last day of their raid, mistaking the "Burford," a seventy-four-gun ship-of-the-line for a lumbering merchantman, they started in pursuit. The three small ships simultaneously realized their mistake and made off in separate directions. The "Burford" started in chase after the "Reprisal," and continued in pursuit for 12 hours. The "Burford" was slowly but surely overhauling the smaller ship, but by throwing overbroad piece by piece the complete armament of the "Reprisal" and sawing her beams to decrease her resistance to the water, she managed to elude the enemy. On nearing the French shore in the falling darkness, Wickes saw the "dread seventy-four haul down her steering sails, close-reef her topsails, and veer around to the northward."

"For twelve continuous hours—nerve-racking hours every one of them—the 'Reprisal' had fled along the north coast of Brittany," Mr. Clark says. "Only a master of seamanship and strategy, backed by a determination that never admitted defeat, could have carried her safely through. By that remarkable achievement, Lambert Wickes qualifies to stand with John Paul Jones in the forefront of the naval officers of the American Revolution."

"John Paul Jones based his operations upon friendly French ports with the arsenals and drydocks of the King at his command. Lambert Wickes, too, operated out of these ports, but harassed by admiralty officers zealous in enforcing orders from a neutral ministry whose drastic mandates were accompanied by clumsy efforts to give clandestine aid. A company of French marines was loaned to Jones. The Frenchmen who shipped with Wickes were thrown into prison when detected. Jones brought in his prizes for public condemnation and French jails yawned for the prisoners he had taken. Wickes' prizes were entered by subterfuge and sold in secret at a loss and his prisoners were removed from his hands and liberated. Jones hove down in the royal dockyards with the King's workmen to clean his shop. Wickes hove down along the shore and duped admiralty officers into permission to make repairs."

Mr. Clark explains why Commodore Wickes is so little known and why historians have hardly more than mentioned his name.

"While his modesty has been largely responsible for the injustice done him, other factors have contributed. Much of the evidence of Wickes's cruises was locked in foreign archives inaccessable to earlier historians. This should have been no deterrent to later researchers, but much of our naval history seems to have been written, or rather re-written, from the texts of the first historians. Mounting imagination and graphic description have been substitutes for accuracy. There have been exceptions, but they are few. Other offenders have been biographers who have accepted, without investigation, the innumerable errors perpetrated by the pioneer naval historians, or have distoryed and misconstrued to suit their own desires. At the hands of these, Lambert Wickes has suffered.

"Then, too, the nature of his death robbed him of well-earned glory. John Paul Jones breathed his last, honored and respected, and his papers—a voluminous collection—were preserved for future enlightenment. Lambert Wickes went down with the 'Reprisal,' and with him went all but one of his crew and every item of his personal possession—letter books, ship's log, accounts, and other correspondence. Through the years, in government and private archives, in autograph collections, or bundled in garrets, the letters of the American Revolution have been coming to light. We know, however, that in the main the papers of Lambert Wickes sank to the bottom of the sea more than a century and a half ago and can never be recovered."



CONCERNING THE COW

The following story translated from an article in Le Laitier Romand of Neuchatel, Switzerland, was written by a school boy in Switzerland. It is called "An Opinion About the Cow." By a little schoolboy, it will be interesting.

"The cow is a mammal and tamed; she has six sides, right, left, front, back, top and bottom. At the back end, there is a tail from which hangs a plume, with which she drives off the flies so that they cannot fall in the milk. The head has for its aim to have horns and that the mouth can be somewhere. The horns are there for horning, the mouth for chewing a cud. Under the cow hangs the milk and it is arranged to be milked. When people milk, the milk comes and there is never an end to the reserve. I have never learned how she makes more and more milk.

"The cow has a good odor, one can smell her from far away; it is for this reason that there is fresh air out in the country. The mister cow is called a beef; he is not a mammal. The cow does not eat much, but what she eats, she eats it twice, that is why she has always enough. When she is hungry she chews a cud and when she does not say anything, that is that her stomach is full of food."

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