





News Review of Current Events

CLAN ISSUE DOGS BLACK

Newspapers Claim Proof He's Life Member... Fleet Submarine Pirates... Japs' Big Push Starts

Edward W. Pickard SUMMARIZES THE WORLD'S WEEK

Cross Haunts Justice

PRESIDENT ROOSEVELT suffered what was probably the most embarrassing period of his political career as the whole country stormed over the publication of what was claimed as documentary proof that Hugo L. Black, recently appointed a justice of the supreme court, was and is a member of the Ku Klux Klan.



HANDS ACROSS EUROPE Jointly refusing to attend the anti-piracy conference, Hitler (left) and Mussolini once more show the complete accord of the two Fascist governments.

Implications of the revelations, if they are true, are manifold. President Roosevelt asserted that he had no knowledge that Black was a member of the Klan when the appointment was made. He refused to comment further until Black returned from Europe, where he was questioning. Black, hounded for a statement by the press, went into seclusion in London and refused to affirm or deny the accusations.

China's German Strategy

JAPAN'S long-awaited "big push" in China was believed definitely "on" as the Japanese assumed virtual control of North Hoppel, and made important thrusts into the Chinese lines at Shanghai, after the most terrible fighting of a month of undeclared warfare.

Apparently the Chinese plan of retreat was to withdraw defending troops from the range of Japanese naval guns in the Whangpoo and Yangtse rivers. The Chinese were reluctant to leave positions which they claimed had been held against the Japanese invasion, but the German advisers finally won them over to the theory that these positions had been held at a cost far out of proportion to their importance.

The first strategic stage of the Chinese fighting in Shanghai—as planned by the German officers—was to slow down and harass the landing of Japanese reinforcements; the second, to divide the Japanese lines, and the third, to deprive the Japanese of the use of their naval guns.

Realizing what is going on, the Japanese command has ordered rapid advance no matter what the cost, in an effort to change an orderly retreat into a complete rout. As a result, the Japanese for the time being are the heavy losers in men, rather than the Chinese.

No Help for Munitions Ships

ANY American merchant vessels which carry arms or other implements of war to China or Japan will do so at their own risk, President Roosevelt warned shipping concerns. This policy applies to all of the articles listed in his proclamation of May 1, 1937, when he invoked the neutrality act against both parties in the Spanish civil war.

The President's order also forbade any government-owned vessel from carrying war materials to China or Japan. Unless war is declared he has no control over other American shipping, but he warned shippers that if ships carrying such cargo are bombed or attacked they need expect no action on the part of the United States.

Copeland Loses in Primary

TWENTY-ONE arrests were made as violence dogged the polls in New York city's most spirited mayoralty primary in years. Senator Royal S. Copeland, who ran for the Republican nomination although he was supported by Tammany Hall, lost the honor to Mayor Fiorello H. La Guardia, fusion candidate for re-election. Copeland made his bid for the G. O. P. nod by bitterly opposing President Roosevelt, but the stamp of Tammany precluded his nomination. The Democratic nomination was captured by Jeremiah T. Mahoney, who had the backing of Democratic national chairman James A. Farley.

Pooches in the Picture Parade

THERE are "blue bloods" in the canine world, just as there are blue bloods in the human world, and some of the blue bloods among the pups are just as funny-looking as some of the blue bloods that walk erect on two legs. This parade of champions is offered in proof.



A gloomy Gus is this doleful bloodhound, but he shouldn't be—he's a champ: "Brigadier of Reynalton."



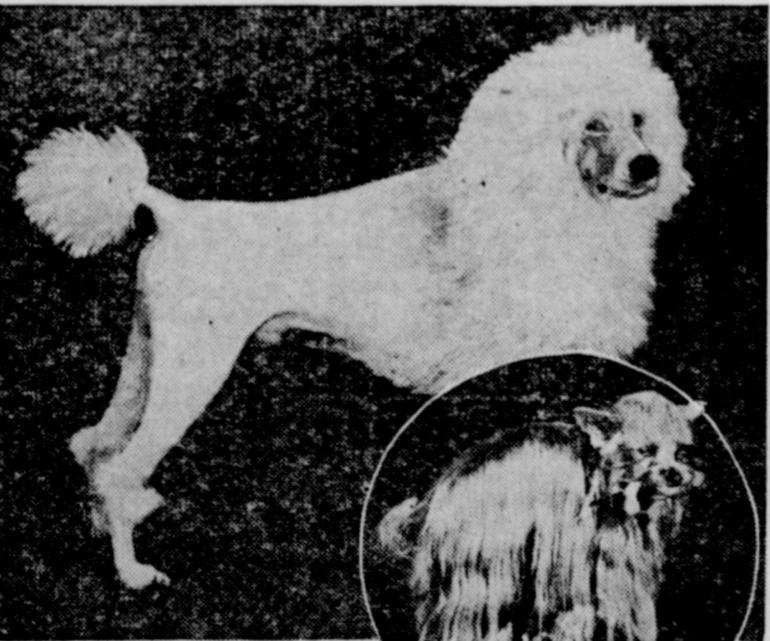
The ultimate in lap dogs is the chihuahua. Here Champion Cecile of Eity Haven, who weighs only 1 1/4 pounds and has a sleeping suit and specially-built glass house, surveys a few of her laurels. Tiny as they are, the diminutive chihuahuas are always one of the "biggest" attractions of the dog show.



Pugnacious in appearance, but an old "softie" at heart, is the champion English bulldog at the left. Even "Thein's Rio Rita," the champ chihuahua below, could give him a battle.



Torn between two loves is this champion poodle, picture in the "canine rest room" which brought many laughs at a New York dog show.



It's hard to imagine what Tom Sawyer would have thought of the champion poodle above or the Yorkshire terrier (right).



What a food bill when these nine Great Dane puppies start to grow!

Floyd Gibbons' ADVENTURERS' CLUB



HEADLINES FROM THE LIVES OF PEOPLE LIKE YOURSELF!

"White Prairie Death" By FLOYD GIBBONS Famous Headline Hunter

HELLO EVERYBODY: You know, boys and girls, this Adventurers' Club of ours shows signs of spreading all over the cockeyed world. Just a few weeks ago we enrolled a native boy from Java, and today here comes one from Sweetwater, way up in British Columbia.

Bill Simpson is his name, and he is a homesteader in a country where farmhouses are few and far between. But in 1908 Bill was doing his homesteading in Saskatchewan, and up there, at that time you were lucky if you saw a farmhouse in ten miles of travel.

That's the section Bill is going to tell us about today. He's going to tell us the story of the horse that knew more than a man. And Bill has the genuine eye-witness lowdown on that story, too. You see, Bill was the man.

It was just a few days before Christmas. Bill and his closest neighbor—a fellow named Barney—had driven into town, a distance of forty miles, to lay in a supply of groceries. It's hard to imagine a place that's forty miles away from the nearest grocery store. But it's a fact, nevertheless. And Bill and Barney drove that forty miles, not over roads, but on a rough trail over the virgin prairie—a winding route picked out by the horse himself, as he skirted around wet places and alkali spots, trying to find where the going was easiest.

Caught in a Prairie Blizzard.

It was over that sort of a road that Bill and Barney started back for home. They planned to drive twenty miles, spend the night at the homestead of a man they knew along the way, and drive the other twenty miles on the following day. They had covered sixteen of those first twenty miles when a blizzard broke over their heads.

A prairie blizzard is a thing you can't fight. The snow comes pelting down with such force that it is impossible to face and travel against it. You've just got to travel in the direction in which the wind is blowing. The snow comes down so thick that you can hardly see two feet ahead of you. And that's the sort of storm that Bill and Barney were up against.

"The temperature dropped," says Bill, "until the sleigh runners screamed as they passed over the cold snow. The wind rose, driving snow particles at us with stinging force. The cold penetrated our bodies, and before we had gone half a mile we were performing the craziest-looking acrobatics you ever saw in an effort to keep warm.

"For a mile or so after the storm broke we were able to keep the horse headed along the trail. But every vestige of the trail was soon obliterated and we had to trust to luck as we headed for our destination. It began to



The Horse Stopped at a Huge Mound of Snow.

dawn on us then that, though it was only a few more miles to the homestead of our friend, we would probably never find it in that blizzard—that we would drive on and on until we froze to death.

"Even then we were not far from freezing. Barney, who was superstitious, kept crying over and over again, 'Oh, me poor mother, I'll never see her again. The storm devils will get me,' and many times in the next couple hours I felt myself becoming numb and drowsy. I just wanted to take a short nap—just a short nap. That's what I was telling myself. But I knew in my heart that if I ever lay down I would never wake up again."

Beat Barney to Save His Life.

So Bill forced himself to beat his arms about and rub his face with snow to keep himself awake. After one of those sleepy attacks of his he turned to speak to Barney—and found him peacefully asleep in the bottom of the sleigh box. He had to beat him unmercifully with a black-snake whip before he could get him awake again. "And as I beat him," he says, "the exertion brought with it a feeling of warmth that may have saved my own life."

By that time Bill had lost his bearings and even his sense of direction. He gave the horse a free rein, trusting in his instinct instead. On they went. The snow, by that time, was falling in such a dense curtain that it was impossible to see even as far as the horse's head. There isn't a man in the world who wouldn't have been lost in such a storm. But the horse showed no hesitation. He plodded on.

Then, all at once he began to slow down. A few paces farther on he came to a stop before what looked like a huge mound of snow. Had he, too, lost his sense of direction? Bill shouted, "Get up!" at him. The horse didn't budge. Bill was about to take the ship when the thought came to him to investigate that mound of snow.

Luckily the Horse Kept His Bearings.

He climbed down from the wagon. The mound was round and strangely shaped—for a snow-pile. Bill thrust his hand into it—and then realized that the horse knew things that he didn't. That mound was a snow-covered pile of straw that had been left there by threshers in the fall.

"I pulled the wagon up into the shelter of the pile," says Bill, "and was preparing to pull out some of the straw to make a fire, when I saw what looked like a star off toward the horizon. But I knew there was no possibility of seeing a star through such a storm and realized to my unbounded joy that it must be a light gleaming in the house of our friend with whom we planned to spend the night."

Bill headed the horse toward that light and drove him on. It was the house all right, but they were coming up to it from the opposite direction from which they should have approached it. "We had almost passed it," says Bill, "and if we had, we would have gone on to our deaths in the howling wind and deepening snow. The only thing that saved us from doing so was—the horse."

Bill and Barney spent the night at that homestead, and went on home the next morning after the storm was over. In later years, Bill never passed that place without remembering his battle with the elements—and the horse that kept his bearings when Bill and Barney had both lost theirs.

©—WNU Service.

Blacker Than Coal

To most of us coal seems to be the limit of blackness, but there is one substance that is much blacker; silica black. It is formed of coal crushed to a fine powder and mixed with pulverized silica. This compound is heated in a vacuum at a temperature of 600 degrees Fahrenheit, and when the gas and other products have been driven off the residue is found to be much blacker than coal, says a writer in London Tit-Bits Magazine. Silica black has many uses—paints, shoe polishes, insecticides and fume absorbents usually contain a certain proportion of it. Its value lies largely in the fact that it mixes easily with oil, the color is permanent, and it resists acids and chemicals.

Glaciers Worldwide

A roll call of glacial giants would bring up the names of Pamir glacier, in the Himalayas, possibly 100 miles long; Hubbard glacier, in Alaska, 90 miles long and in places 10 miles wide; and the ice cap of Svalbard, Spitzbergen. The method of a glacier's growth is more spectacular than the mighty oaks from little acorns contrast. For the huge ice-rivers are merely overgrown colonies of snowflakes which have become compact granular ice. Glaciers flourish virtually on the equator, wherever peaks are high enough. The very tip-top of Africa, Mount Kilimanjaro (19,710 feet) in Tanganyika, is girdled with no less than ten glaciers, although it is volcanic.

Cutwork That Is Anything but Work

"Cutwork without bars?" Exactly—and that's the very reason this lovely Wild Rose design for doilies or buffet set is so easy to do. So encouraging, too, for the beginner who'd like to try her hand at it. Aren't they life-like—



Pattern 5503.

these roses? Delicate shades of pink would be most realistic, of course, but the pattern is no less lovely if worked in thread to match your linen. A refreshment table set with these would be most tempting! In pattern 5503 you will find a transfer pattern of a doilie 11 by 17 1/2 inches and one and one reverse doilie 6 by 9 inches; material requirements; illustrations of all stitches used; color suggestions.

To obtain this pattern, send 15 cents in stamps or coins (coins preferred) to The Sewing Circle Household Arts Dept., 259 W. Fourteenth St., New York, N. Y. Please write plainly your name, address and pattern number.

Mirth Eases Things

A man without mirth is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs.—Henry Ward Beecher.

Advertisement for Nujol, a laxative. Text includes 'Constipated?', 'NOW COSTS LESS!', 'Nujol LIQUID, TABLETS, SALVE, NOSE DROPS', 'Many doctors recommend Nujol because of its gentle action on the bowels. Don't confuse Nujol with unknown products. INSIST ON GENUINE NUJOL. Copr. 1937, Sanoon Inc.'

Advertisement for 666 Colds and Fever. Text includes '666 checks COLDS and FEVER first day', 'LIQUID, TABLETS, SALVE, NOSE DROPS', 'Headache, 30 minutes.', 'Try "Rub-My-Tism"—World's Best Liniment', 'Without Faith The faith that stands on authority is not faith.—Emerson.'

Advertisement for Detour Dogs. Text includes 'DETOUR DOGS', '"BLACK LEAF 40"', 'Keeps Dogs Away from Evergreens, Shrubs etc.', 'HOW LONG CAN A THREE-QUARTER WIFE HOLD HER HUSBAND?', 'YOU have to work at marriage to make a success of it. Men may be selfish, unsympathetic, but that's the way they're made and you might as well realize it. When your back aches and your nerves scream, don't take it out on your husband. He can't possibly know how you feel. For three generations one woman has told another how to go "smiling through" with Lydia E. Pinkham's Vegetable Compound. It helps Nature tone up the system, thus lessening the discomforts from the functional disorders which women must endure in the three ordeals of life: 1. Turning from girlhood to womanhood. 2. Preparing for motherhood. 3. Approaching "middle age." Don't be a three-quarter wife, take LYDIA E. PINKHAM'S VEGETABLE COMPOUND and Go "Smiling Through."

Advertisement for Classified Department. Text includes 'WNU-H 39-37', 'CLASSIFIED DEPARTMENT', 'LIVE STOCK', 'LIVE STOCK PRODUCERS—Write for a free sample copy of WESTERN STOCK, the National Range Magazine independent paper published in the West. Get a copy without cost or obligation by writing: WESTERN LIVE STOCK, 1824 Curtis St., Denver, Colo.'

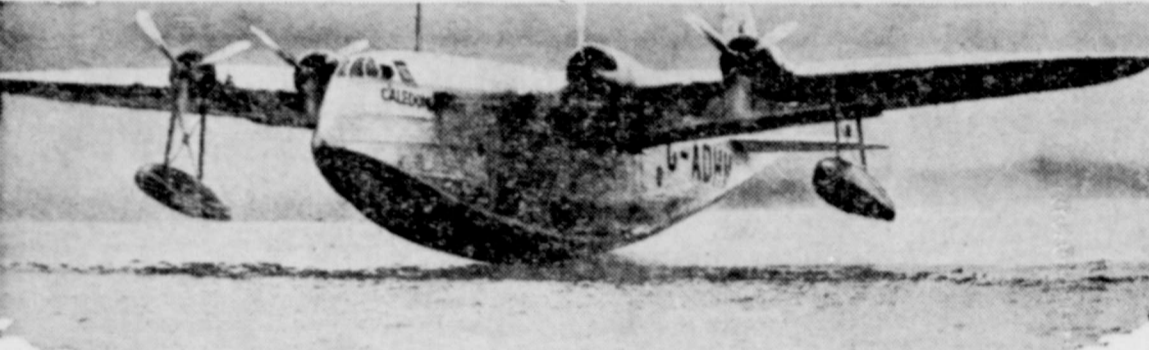
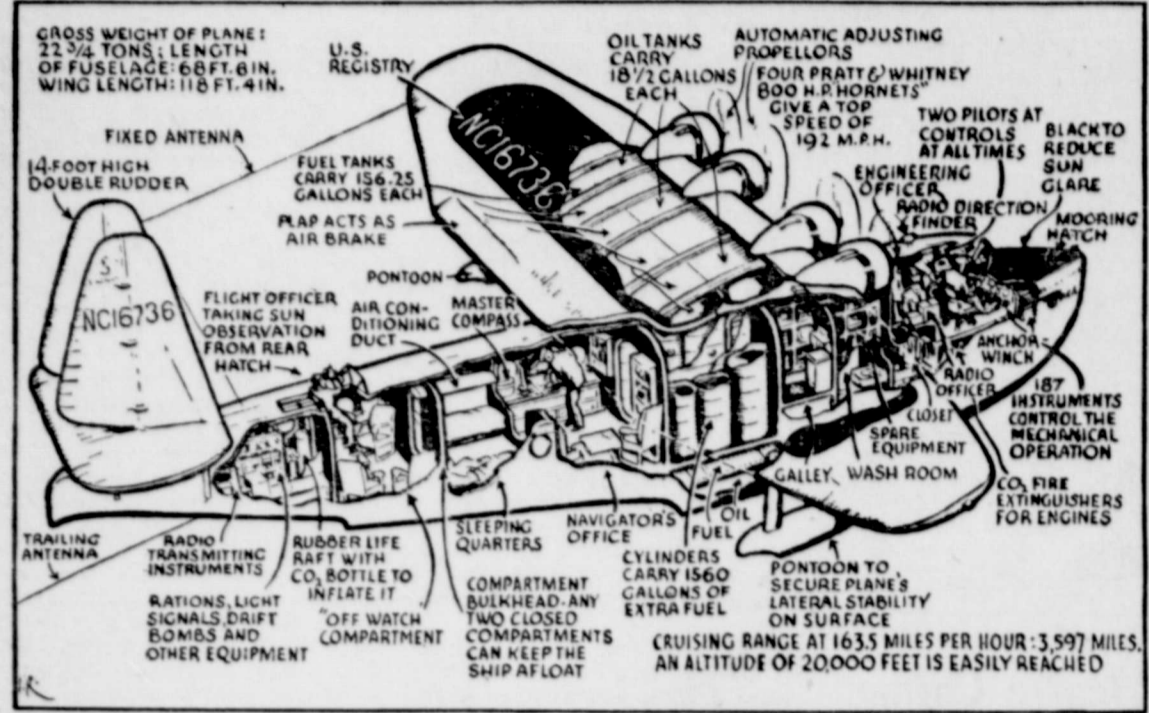
1937





# 12 HOURS TO CROSS THE ATLANTIC

### Great Flying Boats Blaze Trails for Regular Commercial Hops Perhaps Soon to Follow; "Weather Man" Triumphs.



The drawing is a self-explanatory cross-section of the Pan American Clipper III, America's entry in the race to establish a trans-Atlantic airline. The photograph shows the oceanic flying boat.

By WILLIAM C. UTLEY

SO COMMONPLACE have become the passings of the great flying boats blazing the trail for a trans-Atlantic air mail and passenger service that their arrivals and departures now rate only a short paragraph, buried on an inside page. But the very fact that these operations have ceased to be news is, in itself, news. For it indicates that we may be not unduly optimistic in anticipating regularly scheduled service over aviation's toughest sea route before the end of next year.

The consistent absence of incident in these experimental crossings is not due to a phenomenal string of good luck, nor to a long series of coincidences. It is a direct tribute to the meteorologist—the "weather man." For it is he who maps out the course the craft shall follow.

Commercial flights over land are made along regularly charted airways. These are marked by radio beams and beacon markers whose signals provide a "path" or a number of "paths" from which there is no deviation except under extraordinary conditions. Radio provides a track through the sky; the fact that the track is invisible does not alter the fact that it is there.

But for spanning the Atlantic ocean there is no definite, radio-marked airway. There is a "great-circle" course which is the shortest distance between landing points, but weather conditions prohibit its being followed exactly in most cases. The great circle course over the Atlantic includes a non-stop flight of some 2,000 miles. As far as distance is concerned, this is not as long a hop as the Pacific flight from San Francisco to Hawaii, which is 2,400 miles.

**Leave Nothing to Chance.**  
The Clipper ships on the Pacific route fly by weather maps, too. And although the weather there is far less turbulent than over the North Atlantic, the Clippers, in two years of flying, have followed the Pacific great-circle course only three times. They have flown the course which follows the best flying weather, as forecast by the weather bureau. Crews are willing, even anxious, to fly a much longer distance than the great-circle course if the longer flight will insure favorable winds, pleasanter weather and speedier flying.

The ships most important in the present pioneering are the Pan-American Clipper III, and the British Caledonia (the latter is now supplemented by a sister ship, the Cambria). Both have four engines apiece. They have been carrying large crews, each member a specialist in some phase of flying, such as navigation or communications. They have transported more than sufficient fuel supplies to take care of errors in navigation or unexpected and sudden weather conditions which were not likely to be accounted for by their aerial weather map. It is possible to fly the Atlantic without leaving anything to chance, that is what they have done.

Preparing for the first trip across, the Pan American meteorologists reviewed 50 years of weather records over the Atlantic. From these they drew average for seasons, for months and even for days. Meager first-hand reports were forthcoming from weather stations at Port Washington, N. Y.; Shediac, New Brunswick; Botwood, Newfoundland; Reykjavik, Iceland; Foynes, Ireland, and Southampton,

England. These formed the basis for an estimation of upper air conditions.  
**How Crews Get Bearings.**  
For Trans-Atlantic flight communications, Pan American has two stations, one at Port Washington and one at Shediac, from which long-distance bearings can be made. The British air ministry has stations at Botwood and Southampton, and the Irish Free State has one at Foynes.  
On each of the great flying boats there is a smaller station. These enable the crews to take bearings on themselves from shore stations or from ships they meet en route.  
When a plane calls for bearings the task requires plenty of dexterity and co-operation from the shore stations and the crew to get them back in time to do any good. These systems usually work in the following manner: The radio on the flying boat sends out a constant stream of signals. These are picked up by the shore station; the direction from which they are coming is determined from the movement of the receiving station's antenna. The shore station then sends out a bearing. In the same way, the ship gets bearings from one or more stations. The spot upon which the ship is flying is the spot at which all the bearings cross.  
It was indeed a triumph for commercial aviation that, in the first flight, the weather and communications plans worked out as well as or better than expected.  
On July 6, 1937, two flights were completed. The Caledonia left Foynes and landed at Botwood 15 hours and 3 minutes later. The Clipper III made the crossing from west to east in 12 hours and 40 minutes.  
**An "Uneventful" Journey.**  
Almost every prediction the meteorologists made came true. Where their maps had said there would be wind and rain, the pilots found wind and rain. Patches of fog were in the sky where they were on the map. It was said by the experts that this was one of the most successful weather charts ever prepared for a great flying venture. Radio communications worked out beautifully, too.  
Interesting were the different altitudes at which the two ships flew. Capt. H. E. Gray, commander of the Clipper, described his trip as an uneventful one, and indeed a small one, compared with some of those to which he was accustomed above the Pacific. He reported flying almost the entire distance at 10,000 feet, with the clouds below them and the sun shining brightly nearly all the way after daybreak. He had the advantage of a 25-mile tailwind.  
The Caledonia fought an 18-mile headwind the entire distance, making the whole flight through thick clouds and occasional rain at 1,000 feet.  
The two ships passed each other when they were 67 miles apart. All the way over the ocean they were in

constant communication with each other. This was of great benefit, for the skipper of the Caledonia was able to tell Skipper Gray what kind of weather awaited him on the last half of his journey, and vice versa.  
There is actually no direct communication from ship to ship, however, any more than the crew of one ship has ever actually seen the other crossing the Atlantic. The British and American flying radio stations operate on different frequencies, so that all inter-ship communication must be accomplished with relays through the shore stations.  
The difference in the flying times of the two ships may be put down to the prevailing westerly winds. It is a simple matter to determine the ground speed (or in this case it might be "sea speeds").  
The Caledonia, taking a course south of the great circle, traveled 2,020 miles. Computed from elapsed time for the flight, the ground speed would be 133 miles an hour for the trip. Adding to this the headwind of 18 miles an hour, it is seen that the average air speed would be 151 miles an hour.  
**Computing Comparative Speeds.**  
The Clipper III flew 1,995 miles in an amount of time which would set its surface speed at 157 miles an hour. However, in computing the airspeed, 25 miles an hour must be subtracted for the tailwind, giving the ship an air speed of 132 miles an hour.  
It may be seen that the Caledonia was maintaining her calculated best air speed of 150 miles an hour, while the Clipper III was able to throttle back, saving fuel and wear and tear on its engines, while favored by a tailwind.  
It is apparent from the flights completed this summer that the route from Newfoundland to Ireland will be ideal for trans-Atlantic flying during the warmer months. But the North Atlantic winter is a "hum-dinger," and only time will tell what freezing temperatures and ice will do to the big ships. It will probably be necessary to install de-icing equipment on all the planes in regular service.  
There are alternate routes which may be more feasible in the winter, and these will be tested in the months to come. The most likely is that from New York to Bermuda, the Azores and thence to Southampton. New York to London by way of Shediac and Botwood is 3,417 miles; by way of the Azores and Bermuda it is 4,865 miles.  
One of the most important considerations in planning trans-Atlantic air service is the carrying capacity of the planes. Although the Caledonia is allowed to load 45,000 pounds, its empty weight is 25,000 pounds, and it requires 19,000 pounds of fuel and oil; thus only 1,000 pounds remain for crew, mail and passengers. It is believed, however, that the maximum load may be increased 5,000 pounds safely enough.  
Considerably more "payload" might be carried if the ships did not need such heavy engines for the purpose of getting them into the air. The Germans have been experimenting with flying boats which are given a "boost" on their way by means of catapults, and have been successful with ships up to 37,000 pounds. There are three of this type now being used or under construction by them.

© Western Newspaper Union.

# Plaids Outstanding in Fall Modes

By CHERIE NICHOLAS



PLAIDS on autumn-style program? We hope to tell you! Fact is, the college-faring and the school-going (from kindergarten to high school age) girl that fails to make a right smart showing of plaid in her fall wardrobe simply is not "in it" when it comes to swank in dress. There's no doubt about it, colorful, youthful practical plaids fit into the campus, the office and the great outdoor scheme of things simply perfect.

All sorts of plaids are on the autumn fabric list from high-tone dressy plaids of silk velvet and handsome wool weaves down to the most utilitarian, practical, washable types—the kind that go bicycling along dusty roads and then come out "fresh as a daisy" after each tubing.

Bicycling is a fad so important nowadays designers recognize they must create fashions tuned to the sport. The new sturdy washable plaids are proving most likable for outfits of this sort. The girl on the "bike" as shown in the group illustrated is fashionably and sensibly frocked in a dependable completely shrunk washable plaid that gives this rider the look of being keenly style-minded.

The schoolgirl centered in the picture is likewise alertly fashion-conscious in that she also selects plaid for her voguish blouse, and it's safe to say she will be getting a lot of wear out of it besides enjoying that feeling of confidence it brings to be appropriately clad for the occasion.

Another way to subscribe to the plaid rage that is now featuring in every phase of fashion is to wear a true clan plaid skirt and neckerchief with your new fall sweater as shown to the right in the group.

# The Happiness Trio



PRIDE goeth with Fall and glamor, too, Milady, when you wear distinguished fashions by Sew-Your-Own! Today's trio gives youth a chance to express itself in an individual manner; gives the adult figure an opportunity to display a new high in chic, and last—but we wouldn't say least—a utility model that's as right for daughter as for mother.  
**Swank 'n' Sweet.**  
Young and inspired is the little two piecer that just stepped into the picture at the left. The top is one that will set a vogue in this woman's town and make you the swankiest of the whole lot of Laff-a-Lots. If you're asked to picnic in the colorful Autumn woods, wear this number in henna-colored wool for real satisfaction.  
**For Kitchen Capers.**  
And before you go, there'll be sandwiches to make, potatoes to peel, and lemons to squeeze—that's where and when the gingham gown in the center comes in. Of course, its novel yoke-and-sleeve-in-one construction makes it a most attractive model to sew as well as to wear. The skirt has flare enough for cutting those kitchen capers one has to when minutes are few and work plentiful. Make this simple frock in two versions and be of everyday chic at minimal cost.

**Style Success.**  
While we go picnicking places, don't think Mommy going to swing out in style. She's certain of success when she goes to her Club; she's well-groomed elegance for the best in the slenderizing frock the right. It does wonders for figure that needs it, and equally becoming to sizes 18-20. So, Mommy, no matter your size or the color of your hair, you'll be young enough and enough in this frock to feel the very essence of fashion.  
**The Patterns.**  
Pattern 1336 is designed for 12 to 20 (30 to 38 bust). Size 18 requires 5 1/2 yards of 35 inch material plus 4 1/2 yards of 1 3/4 inch strip for fold for trimming.  
Pattern 1381 is designed sizes 14 to 41. Size 16 requires 3 1/2 yards of 39 inch material.  
Pattern 1295 is designed sizes 36 to 48. Size 38 requires 4 1/2 yards of 39 inch material.  
Send your order to The Sew Circle Pattern Dept., Room 211 W. Wacker Dr., Chicago. Price of patterns, 15 cents coins) each.  
© Bell Syndicate.—WNU Service.

## BE PENCIL-SLIM

By CHERIE NICHOLAS



This afternoon frock of purple silk jacquard was shown in a fashion preview for the silk parade held in New York which presented outstanding advance fashions created by the foremost designers of the world. To be right up to the mark your new frock must feature the pencil-slim silhouette that fashion demands this season, such as this gown so correctly defines. The handsome firm silks of quality kind that are so characteristically a product of this season's looms have been found ideal for achieving the new pencil-slim styling. Note the shirred iraping across the bust.

## FASHION STRESSES FABRIC ELEGANCE

By CHERIE NICHOLAS

Fabrics play a most important part this year, and by their richness explain the apparent simplicity of the styles which are the greatest challenge to the dressmaker. Velvets, laces, brocades, laces, tulles are all in the picture.  
Lace becomes a happy medium for day dresses, almost severe in their simplicity. These may be relieved by rich belts, patent trimmings, etc. Lighter laces in silk or rayon are combined with a colored fabric lining for day dresses or two tones used in combination as Worth has done. Lelong takes a heavy white wool lace for a nip-length top of a dress which ends in a simple black velvet skirt, with four rows of the velvet used at the side front from the high waistline to the hip. Patou offers rosepoint collars, cuff or bodice trim with severe dresses—but real rose point. Schiaparelli makes lace of gold cord for three huge medallions on the top of a two-piece effect black marocain. While dresses are simple in effect, fantasy goes into the head-gear.

Novelties in fabrics include tweed type lames and lace type prints.

## Style Sobriety Stressed for Chic Daytime Costume

"Sobriety of the best quality" is the formula advanced by a leading French couturiere as the prime requisite of daytime chic.  
"Wear tailored suits and little sweaters," she advises, "but have them fitted by a good tailor and made of the finest wool. See that each accessory is equally first grade, for one inappropriate gadget can spoil the entire costume."

## Uncle Phil Says:

Yes, Somebody Else  
When a speaker abuses mankind in general, his hearers approve because they know somebody else "who is just like that."  
"The dear old farm" is the place that those who lived on it seldom had time to enjoy.  
We wish "to be understood," of course, but perhaps not too completely.  
We're Still Americans  
With all the pecking and nagging at wealth no American yet feels that he would be ashamed to be rich.

**Wincharger turns FREE WIND POWER into electricity.** Chooses the radio you like best, and ask your dealer how you can save \$7.50 on the purchase of a new battery radio equipped with a genuine Wincharger.  
Wincharger turns FREE WIND POWER into electricity, brings "big-city" reception to farm homes. Eliminates "D" batteries. Ends expensive charging. Provides plenty of free current to run your radio as much as you need, less than 50¢ a year power operating cost.  
See Any Radio Dealer!  
WINCHARGER CORPORATION  
St. Louis, Mo.

## CHEW LONG BILL NAVY TOBACCO

## LIFE'S LIKE THAT

By Fred Neher

**ZEKE.**  
"Paw's practicing . . . he's gonna hitch-hike to Florida this winter."  
This cartoon depicts a man in a hat and coat (Zeke) looking at a dog (Paw) who is sitting on a large suitcase. The man is saying, "Paw's practicing . . . he's gonna hitch-hike to Florida this winter." The dog is looking back at him. The cartoon is signed "Fred Neher" in the bottom right corner.



