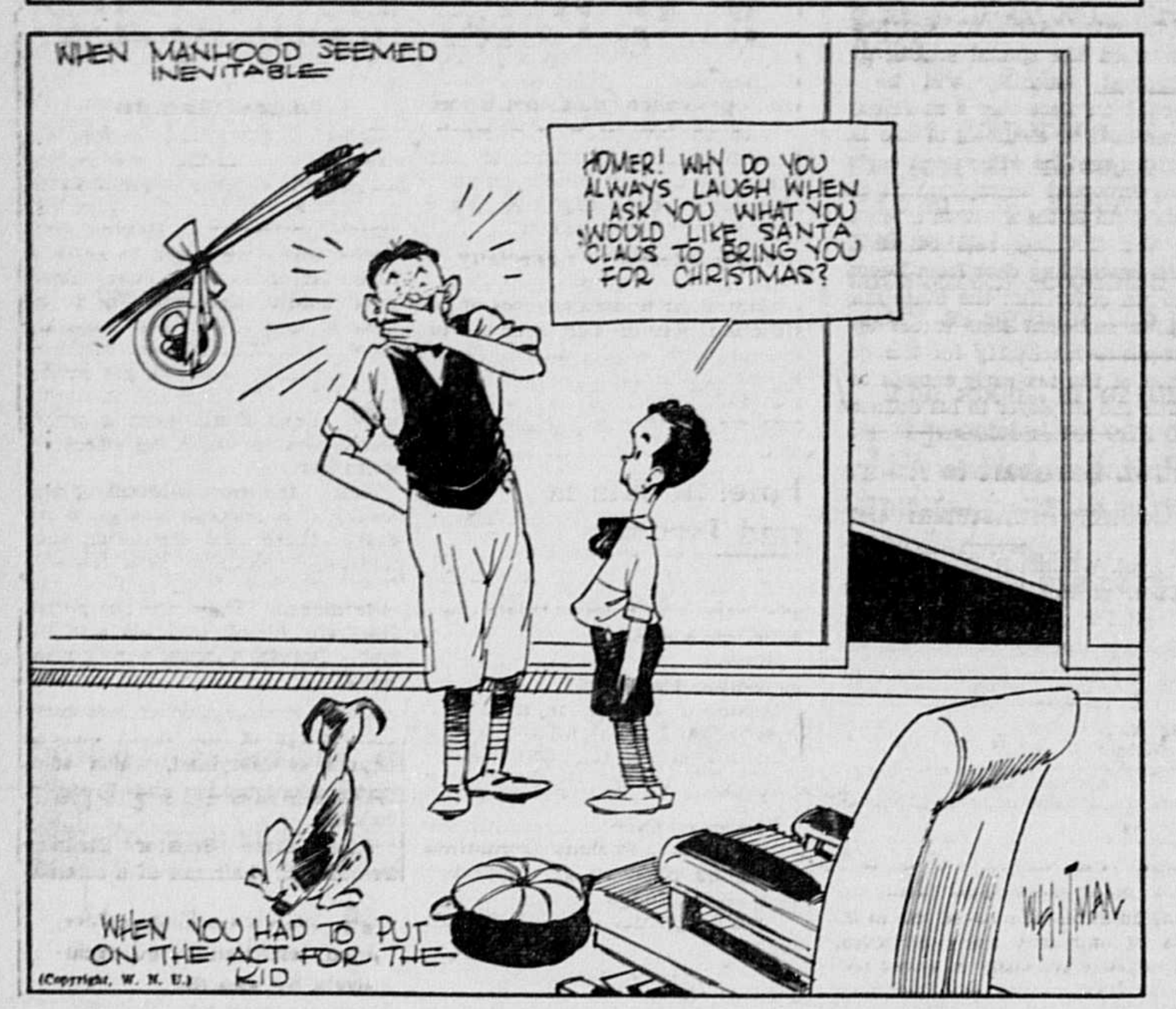
OUR COMIC SECTION

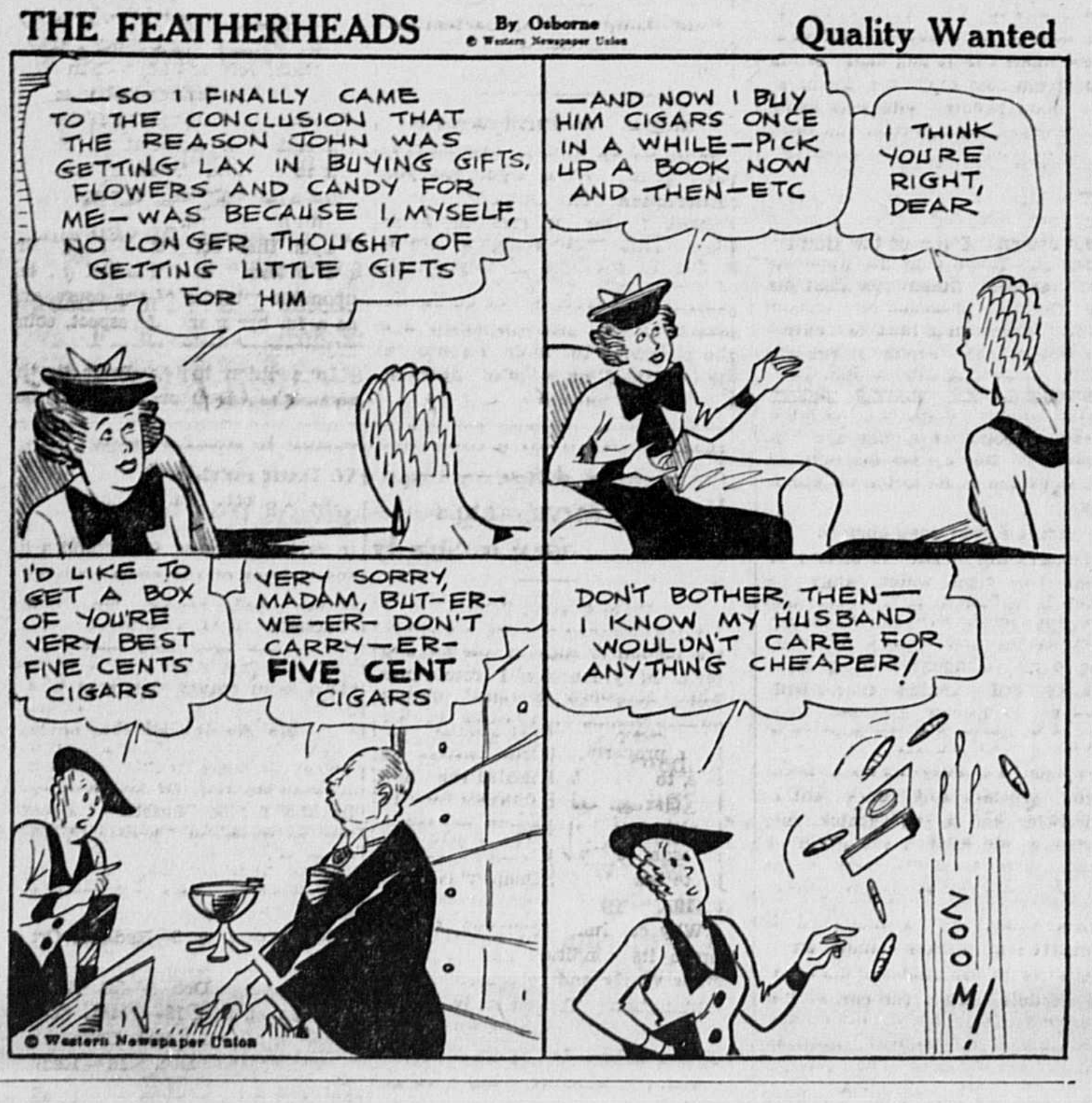
Events in the Lives of Little Men


WHEN MANHOOD SEEMED INEVITABLE
HOMER! WHY DO YOU ALWAYS LAUGH WHEN I ASK YOU WHAT YOU WOULD LIKE SANTA CLAUS TO BRING YOU FOR CHRISTMAS?
WHEN YOU HAD TO PUT ON THE ACT FOR THE KID
WHITMAN
(Copyright, W. N. U.)

THE FEATHERHEADS

By Osborne
© Western Newspaper Union

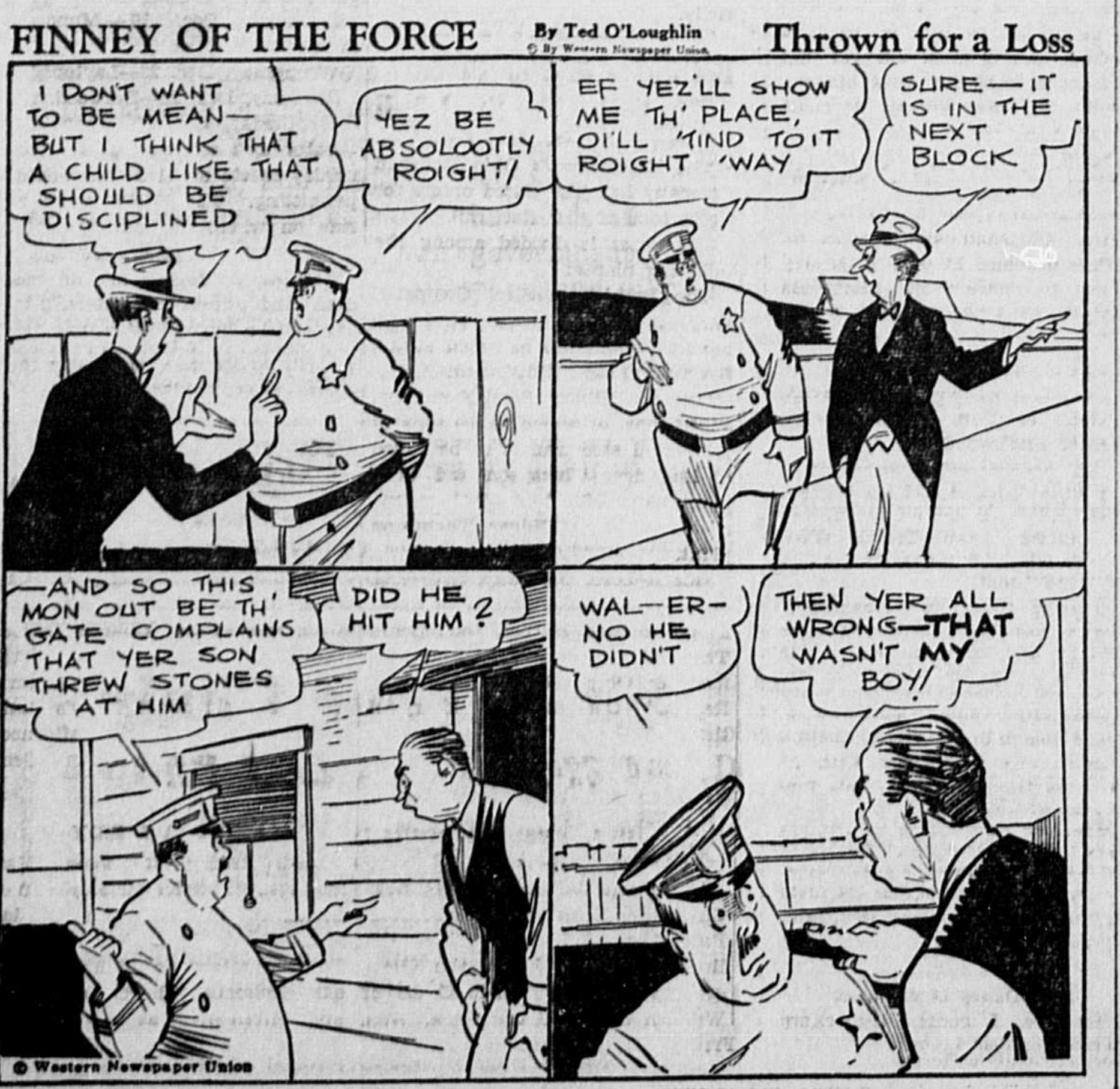
Quality Wanted


—SO I FINALLY CAME TO THE CONCLUSION THAT THE REASON JOHN WAS GETTING LAX IN BUYING GIFTS, FLOWERS AND CANDY FOR ME—WAS BECAUSE I, MYSELF, NO LONGER THOUGHT OF GETTING LITTLE GIFTS FOR HIM
—AND NOW I BUY HIM CIGARS ONCE IN A WHILE—PICK UP A BOOK NOW AND THEN—ETC
I THINK YOU'RE RIGHT, DEAR
I'D LIKE TO GET A BOX OF YOU'RE VERY BEST FIVE CENTS CIGARS
VERY SORRY, MADAM, BUT—ER— WE—ER— DON'T CARRY—ER— FIVE CENT CIGARS
DON'T BOTHER, THEN— I KNOW MY HUSBAND WOULDN'T CARE FOR ANYTHING CHEAPER!
ZOOM!
© Western Newspaper Union

FINNEY OF THE FORCE

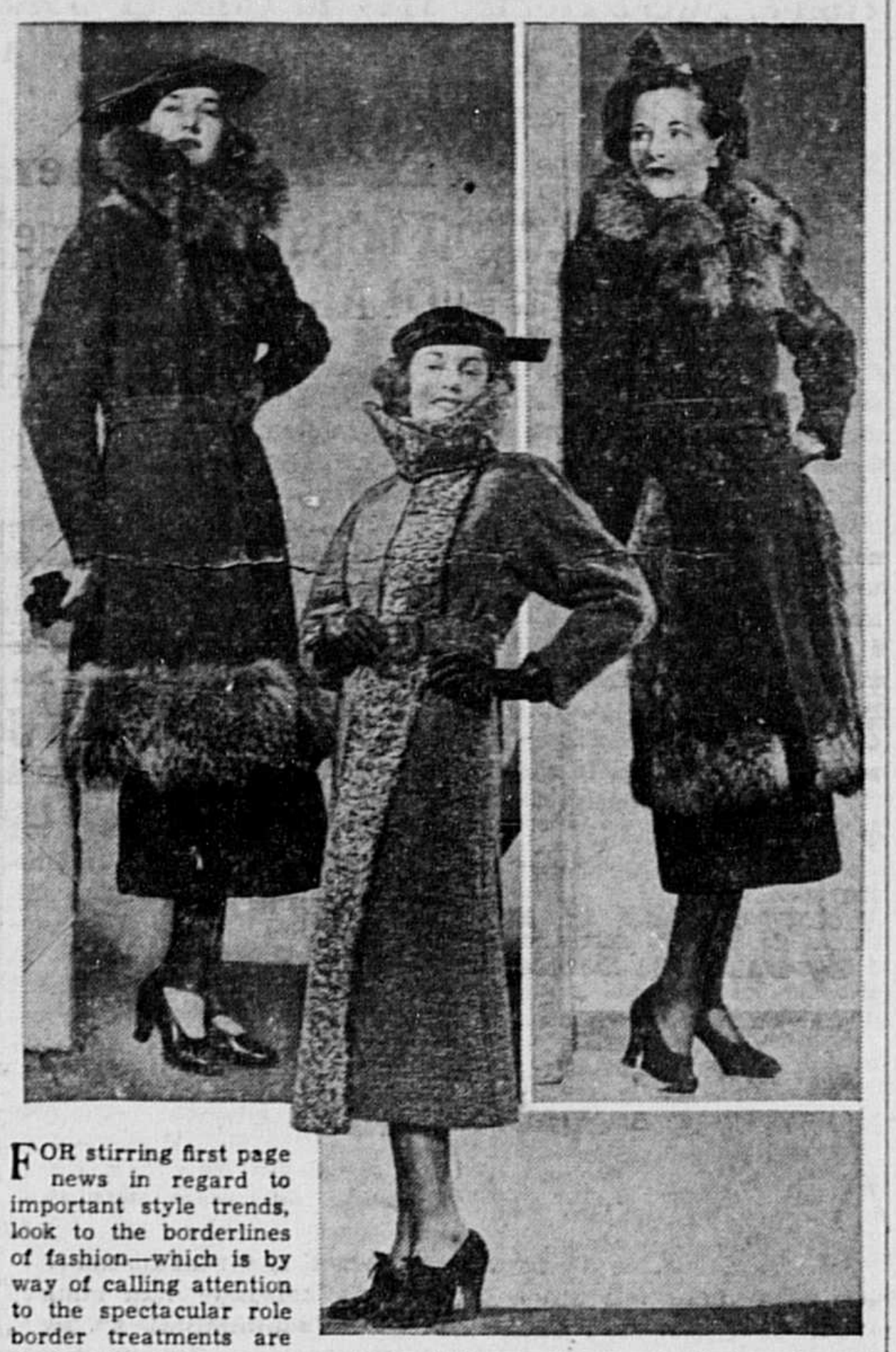
By Ted O'Loughlin
© By Western Newspaper Union

Thrown for a Loss


I DON'T WANT TO BE MEAN— BUT I THINK THAT A CHILD LIKE THAT SHOULD BE DISCIPLINED
YEZ BE ABSOLOOTLY ROIGHT!
EF YEZ'LL SHOW ME TH' PLACE, OI'LL 'TIND TO IT ROIGHT 'WAY
SURE—IT IS IN THE NEXT BLOCK
—AND SO THIS MON OUT BE TH' GATE COMPLAINS THAT YER SON THREW STONES AT HIM
DID HE HIT HIM?
WAL—ER— NO HE DIDN'T
THEN YER ALL WRONG—THAT WASN'T MY BOY!
© Western Newspaper Union

Fur Borders Flourish in the Mode

By CHERIE NICHOLAS



FOR stirring first page news in regard to important style trends, look to the borderlines of fashion—which is by way of calling attention to the spectacular role border treatments are playing throughout costume design this season.

Not only are sumptuous fur borders flourishing in the mode, but designers are performing all sorts of tricks with borderings and bindings of silks, velvets cut on bias, laces, ribbons, braids, embroidered bandings and glittering novelties of various sorts.

To get some idea of the glamor and glory of the situation let fancy run to this—a youthful and enchanting quaint full-skirted frock of black taffeta the hemline of which is bordered with wide Roman-striped ribbon in flamboyant red, yellow, blue and green. Somewhere on the bodice a bit of this bizarre bordering plays up to the gaiety of the skirt hemline, and the effect is all that you might suppose and then some.

However, it is not that just evening costumes are doing the honors with borders, for the demure street gown has subscribed to the border idea with an enthusiasm that knows no bounds. It is ultra chic for the very new and smart circular - cut daytime dresses of sheer black wool, or of the now-so-much-talked-of suede cloth, duvetyn or broadcloth to be outlined with a banding formed of braid or tiny grosgrain ribbon in the gay and lively Tyrolean colors or coronation reds, purples and blues.

So completely has the idea of borders and bindings captured the fancy of designers, they do not stop at mere hemline borderings for not infrequently they allow applied bands or inserts of lace, ribbon or what-not to run around and around the skirt and the bodice, one row spaced above another. Indeed this use of unique and versatile border band and binding treatments is well worth watching, for fashion's spotlight is cast direct upon them.

As to the smart fur borders that are giving high distinction to autumn and winter fashions they are staging just one thrill after another. The three modes pictured typify newest gestures in border treatments. Handsome gray wolf collars and borders the coat of black novelty-weave woolen shown to the left. This brings up the importance of gray fur trimmings or black. The hue and cry for gray furs gains momentum as the season advances.

A fashion which is taking well is the fur-bordered tunic coat. To the right in the picture you see an interesting version of the general favorite.

The coat centered in the group is new among the newest. In the first place it is all gray and throughout the world of fashion the praises of gray are being sung. In this instance the material is a stunning gray basket wool weave with a wide bordering of gray caracul up-and-down the front. This method of bordering with fur is the "last word."

© Western Newspaper Union.

BLACK WITH JEWELS

By CHERIE NICHOLAS

Black with a splash of high color is the call - supreme in fashion's realm for this fall and winter. The right kind of an all-black gown, coat ensemble or suit with the right kind of colorful costume jewelry works out the idea to a nicety as the picture herewith assures. Solid black high-lighted by bracelets and finger ring of crystal and rhinestones, creates the dramatic costumes here shown. Circular plaques of prystal studded with simulated sapphire stone set in prystal. The rhinestone links, form two of the bracelets. The third bracelet consists of two one-and-a-half-inch wide plaques each going half way round the arm, joined by prystal and rhinestone links. The cabochon back and front is set with a myriad of rhinestones. The ring is a rectangular sapphire stone set in prystal. The modish high crowned hat is of black matelasse jersey.

VIONNET CHANGES SILHOUETTE STYLES

Henna brown and burnt orange are the two new shades stressed by Vionnet in her new winter collection. These soft autumn shades are well adapted to tweed sports clothes and are shown in two and three piece tailored suits, simple woolen street dresses and even in afternoon clothes combined with brown or black.

The Vionnet silhouette has been slightly changed in that skirts are fuller and a bit longer—coming to well below the mid-calf line. Broadened and padded sleeves are used throughout to emphasize the shoulder line and many of the sleeves are fashioned loose and open at the wrist.

Street and afternoon dresses are made with severely high necks in front which are often caught down with clips of brilliants.

Combine Wool and Fur in Smartest New Costumes

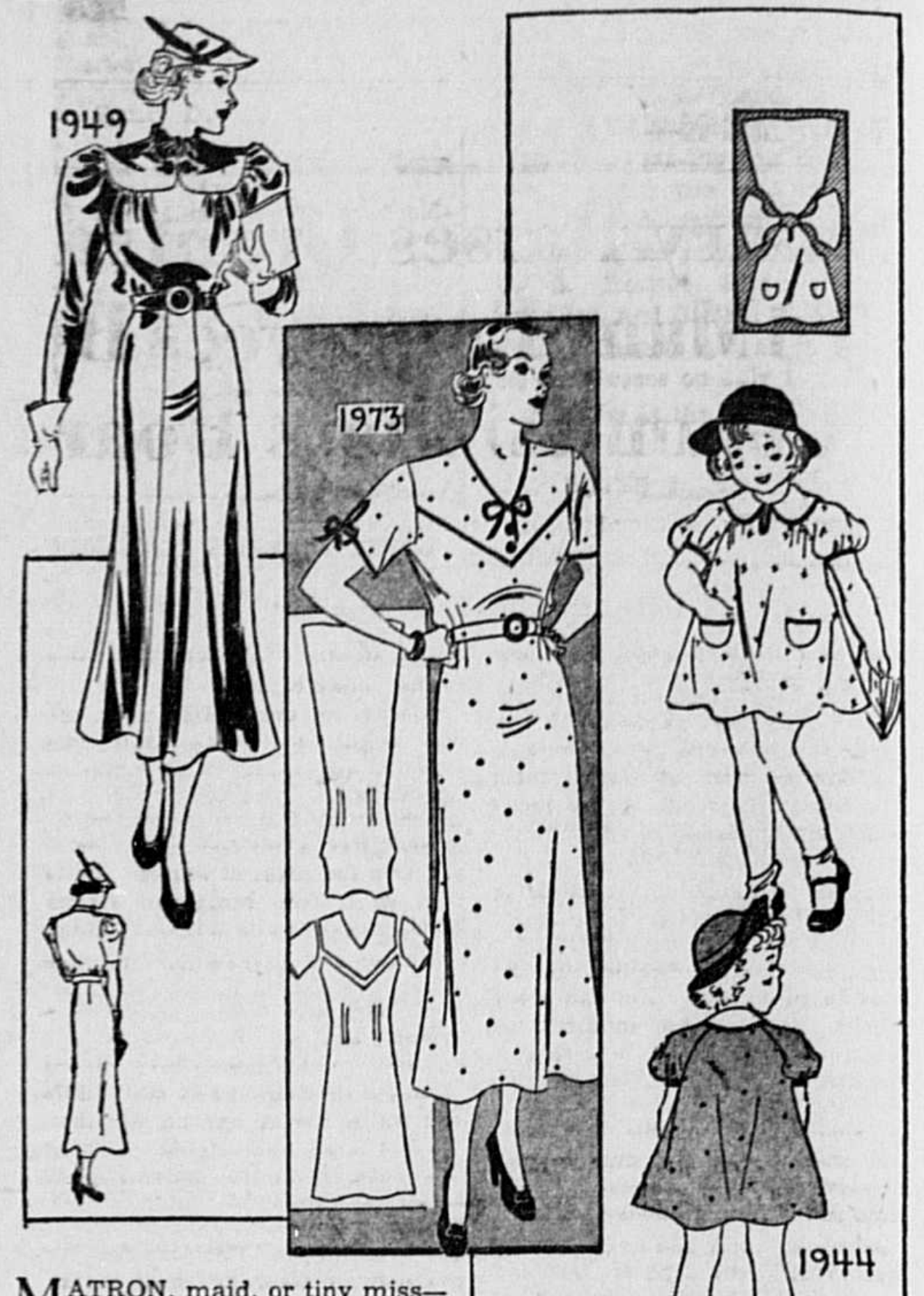
Wool and fur are combined to provide some of the most striking costumes for fall days in town, on the campus and even in the country. The luxurious ones, of course, star silver fox, sable and mink are destined to be worn only by the chosen few. Equally smart but less expensive types make use of semi-precious and casual furs. These include suave woolen dresses with fur jackets or coats that are warm enough for now. The dresses can go under heavier coats when the weather gets colder and back under the little fur jackets in early spring.

Kidskin is the favorite right now.

Buttons Go Sporty

Inspired by the eleventh Olympiad, American manufacturers of buttons are turning out a variety of sports designs. There are tiny binoculars, tops in two tones, chessmen, boxing gloves (only an inch and a quarter long, but complete in detail), and baseball mits.

Simple But Smart Models



MATRON, maid, or tiny miss—your attention please. For assembled here are three lovely frocks to brighten your wardrobes. All are designed to be made at home, quickly and inexpensively, and each is accompanied by a step-by-step instruction chart which makes sewing a real pleasure and recreation.

The lovely and graceful daytime or afternoon frock, Pattern 1949, features a novel yet simple yoke and collar treatment, a clever swing skirt, and youthful sleeves, long or short. Chic and stylish, yet as simple as can be, it will make up beautifully in sizes 12, 14, 16, 18, and 20 (30 to 38 bust measure), and size 14, with short sleeves, requires just 3⅞ yards of 39 inch material.

The comely morning frock which steals the center, Pattern 1973, is available in a wide range of sizes and takes top honors for comfort and versatility. Requiring just five simple pieces including the belt, it goes together like a charm, to fit perfectly and make your morning chores so much lighter. The pointed yoke is slimming, the set-in sleeves are free and open, and the skirt is dart fitted at the waist. As easy to make as to wear, this pattern is designed for sizes 36, 38, 40, 42, 44, 46, 48, 50, and 52. Send for it today. Size 38 requires just 3⅝ yards of 35 inch fabric, dimity or percale or gingham or seersucker.

The tempting model for tiny tots, Pattern 1944, is likewise utterly simple to make, yet as cunning as can be. Good for party or for play, it is a pattern you can cut twice and save for future use in any of a wide range of fabrics. The tiny puff sleeves are cut in one with the shoulder with just two simple pieces for the front and back of the dress. The size range—six months, one, two and three years. The one year size requires 1⅝ yards of 36 inch material, and if you wish you can make the pockets, cuffs and facings in contrast.

Send for the Barbara Bell Fall and Winter Pattern Book containing 100 well - planned, easy-to-make patterns. Exclusive fashions for children, young women, and matrons. Send fifteen cents in coins for your copy.

Send your order to The Sewing Circle Pattern Dept., 247 W. Forty-third St., New York, N. Y. Patterns 15 cents (in coins) each.

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QUAKER ROLLED WHITE OATS
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WHAT THE DIONNE QUINS EAT
Quaker Oats Daily Is Hard and Fast Rule

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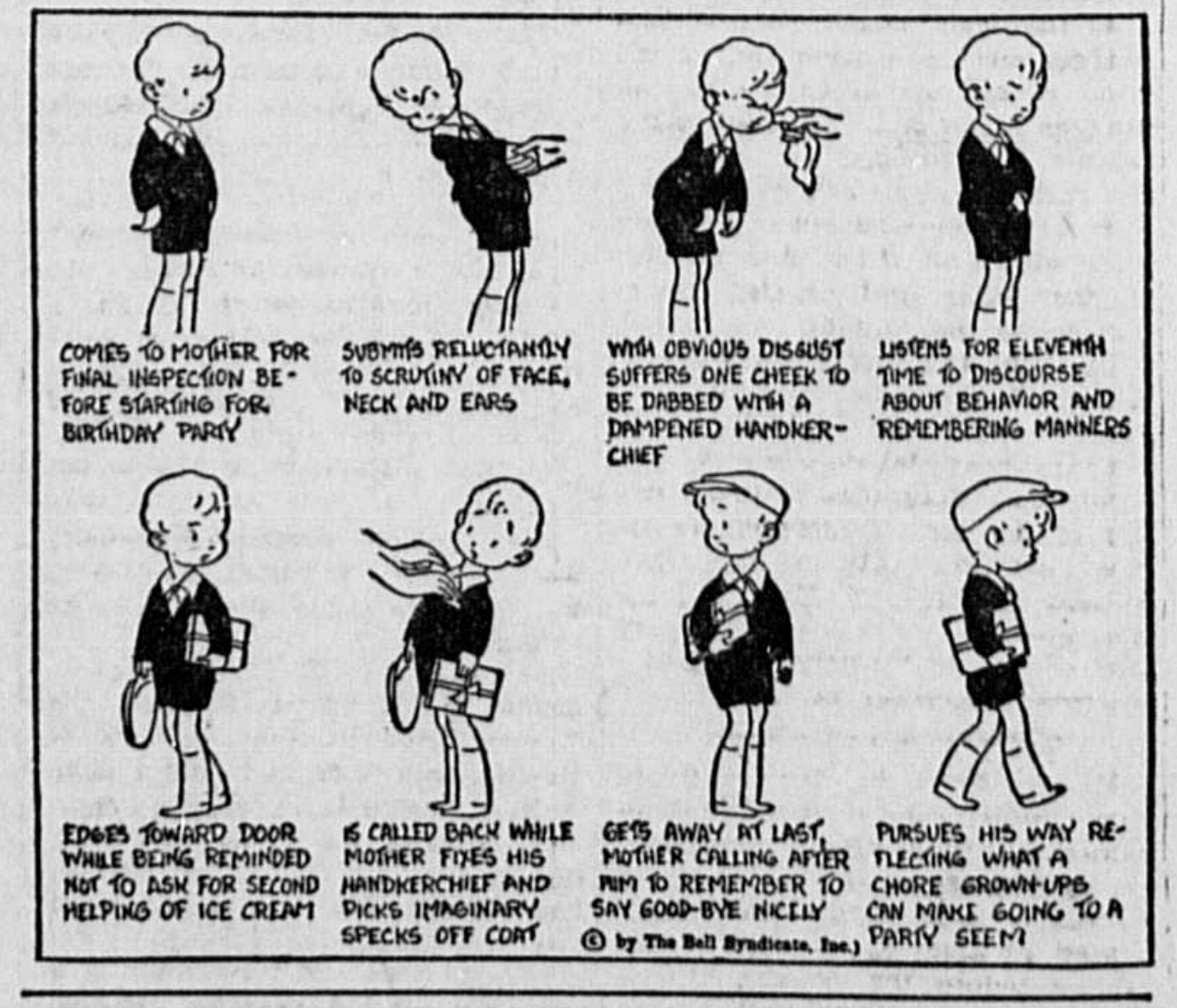
So order by name from your grocer today.

*Where poor condition is due to lack of Vitamin B.

QUAKER OATS

STARTING FOR A PARTY By GLUYAS WILLIAMS


COMES TO MOTHER FOR FINAL INSPECTION BEFORE STARTING FOR BIRTHDAY PARTY
SUBMITS RELUCTANTLY TO SCRUTINY OF FACE, NECK AND EARS
WITH OBVIOUS DISGUST SUFFERS ONE CHEEK TO BE DABBED WITH A DAMPENED HANDKERCHIEF
LISTENS FOR ELEVENTH TIME TO DISCOURSE ABOUT BEHAVIOR AND REMEMBERING MANNERS
EDGES TOWARD DOOR WHILE BEING REMINDED NOT TO ASK FOR SECOND HELPING OF ICE CREAM
IS CALLED BACK WHILE MOTHER FIXES HIS HANDKERCHIEF AND PICKS IMAGINARY SPECKS OFF COAT
GETS AWAY AT LAST, MOTHER CALLING AFTER HIM TO REMEMBER TO SAY GOOD-BYE NICELY
PURSUES HIS WAY REFLECTING WHAT A CHORE GROWN-UPS CAN MAKE GOING TO A PARTY SEEM
© by The Bell Syndicate, Inc.

Interesting Ads for Interesting People

CHILE'S CAPITAL

Three Horses Pull the Santiago Cart.

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

SANTIAGO, metropolis and capital of Chile, is seen to greatest advantage by climbing to the summit of Santa Lucia hill, which rises out of the heart of the city much as the Acropolis is encompassed by Athens.

Let us climb up to the pavilion, built perilously on top of the rocks. At our feet lies a community of a half million souls, dwelling for the most part in one- and two-story houses. But for the moment we have no eyes for the beauties of this fair city. To the east rise the mightiest ramparts of the Andes. As the clouds drift over the sun, lights and shadows pursue one another and one sees the majestic mountains in many marvelous moods.

Morning, noon, and evening they present different aspects; but perhaps one's favorite memory of them is when the shades of evening are gathering. A blue haze veils the metropolis as the sun sinks behind the horizon, and multihued shadows climb higher and higher up the sides of the mountains until finally only the white crests of the loftiest summits are left in light.

At length they, too, must surrender the glory of the sun's light, and one's eyes turn back to the scene below—a vast city wrapped in darkness, but glittering with its tens of thousands of night jewels, made to shine by the hydro-electric engineer, who transmutes the melting Andean snows into light.

One turns in another direction and sees on the outskirts of the city San Cristobal, a conical mountain springing up from the level plain and towering above Santa Lucia, as the latter rises higher than the city at its feet. The distant ridges that separate the valleys of the Mapocho and Maipo from that of the Aconcagua and from the coast, add their beauties to this mountain-walled Eden.

Striking Architecture of the City.

Santiago itself is a city of innumerable domes and spires, which join with the few skyscrapers of the downtown district, the imposing railroad stations, and the great arched arcades to give diversity to its skyline. On the city's outskirts are the new hippodrome, perhaps one of the world's most beautiful racing plants; the Cemetery General; and the famous Parque Cousino and the Quinta Normal.

Past and present mingle strikingly in the capital. Here rises the tower of the Franciscan monastery from which sounded the bells of the curfew in days colonial, and there the steel-framed buildings of the commercial district. The cloister-constructed houses, with their open patios, red-tiled roofs, and stuccoed walls, are overshadowed by the brick and marble buildings of the palaces which share the blocks with them and which radiate the architectural spirit of France and America.

Stretching past the base of Santa Lucia is that magnificent avenue officially known as the Avenida de las Delicias, but popularly called the Alameda. It is, as its name proclaims, truly the "Avenue of the Delights." Once the Mapocho river ran down a part of its length, but the city planners gave to this stream an artificial channel, and thus converted a river bed into a beautiful thoroughfare.

Some one visiting Santiago during the season when the rivers are largely dry, and seeing the numerous bridges spanning the canalized section of the Mapocho, remarked that Santiago ought to sell its bridges and buy a river; but in the flood season the necessity for the bridges is obvious. The Mapocho's waters flow through the city with the rush of a mountain stream, and only a marathon runner could keep pace with a bit of board thrown into the water and carried downstream by the current.

On a charming terrace stands the statue of Pedro de Valdivia, surrounded by flower beds in which the most beautiful blossoms of Chile exude their fragrance to the memory of the hero it commemorates. The inscription tells us that "The valiant Captain of Estremadura, first governor of Chile, in this very spot encamped his band of 150 conquerors, December 13, 1540."

Beautiful Hanging Park.

It was from the top of Santa Lucia, with its sharp cliffs and steep slopes, that Huelen-Huala, surrounded by a gorgeous retinue of chiefs in full regalia, had been accustomed to issue his decrees to his people before the coming of the Spaniards. Now vanquished, he was forced to abandon his rock-bound citadel and dwell ever after in the valley below.

It was not until 1872 that work was begun on transforming this once rugged mass of rock into a magnificent hanging park, for which level Buenos Aires might freely offer a million cattle or a season's garnering of wheat. It was then that Don Benjamin Vicuna Mackenna began its transformation.

Public and private munificence alike have shared in its embellishment, and today it is a mass of luxuriant vines, blossoming trees, and flowers, with here and there glimpses of stairs, roadways, cliffs and walls, towers and battlements, chapels and monuments. Flower beds and fountains ornament the terraces; trees, shrubs, and overhanging vines border the driveways and promenades. Here are dancing pavilions, restaurants with picturesque nooks and balconies, and rustic seats for those who wish to enjoy a view of the city, valley, and mountains from such a charming vantage ground.

Avenue of the Delights.

From Santa Lucia we wander up the Avenue of the Delights and appreciate the enthusiasm of the Santiaguino for his capital's major thoroughfare. For here one may see not only an imposing array of beautiful statuary, splendid residences, and all that makes a morning stroll delightful, but one may also find a cross-section of Chilean life.

The Alameda is 300 feet wide and 4 miles long. It was General O'Higgins who banished the river to make the city's principal boulevard. Many new buildings border it, including the splendid National library and the famous Club Union. The central parkway formerly was adorned with four rows of trees—oaks, elms, acacias, and other varieties. In recent years these have been removed as a military precaution.

The Alameda is Chile's "Hall of Fame," not encompassed by four walls, but placed in the capital's most frequented promenade, where the birds sing and the children frolic, and where the stories of sculptured marble and bronze inspire the multitude to patriotism and courage. Here is a stately monument in memory of Don Jose de San Martin, the Washington of South American freedom.

A few blocks beyond the Alameda, with the business district intervening, is the Plaza de Armas, once the center of the open-air social life of the capital. Even today there are certain evenings of each week when a large proportion of Santiago wanders there to see and to be seen. On one side of the square is the cathedral, on another the post office and government telegraph offices. The remaining two sides are occupied by arcades with picturesque shops.

Promenade of Youth.

There are walks around and through the Plaza, and during the evening promenade these are crowded with people on pleasure bent, always moving in two lines. Round and round they go, lovely young girls walking with their duennas, and the handsome young men, in their clothes of latest cut, usually in groups, the members of each line undisguisedly looking over and assessing the members of the other.

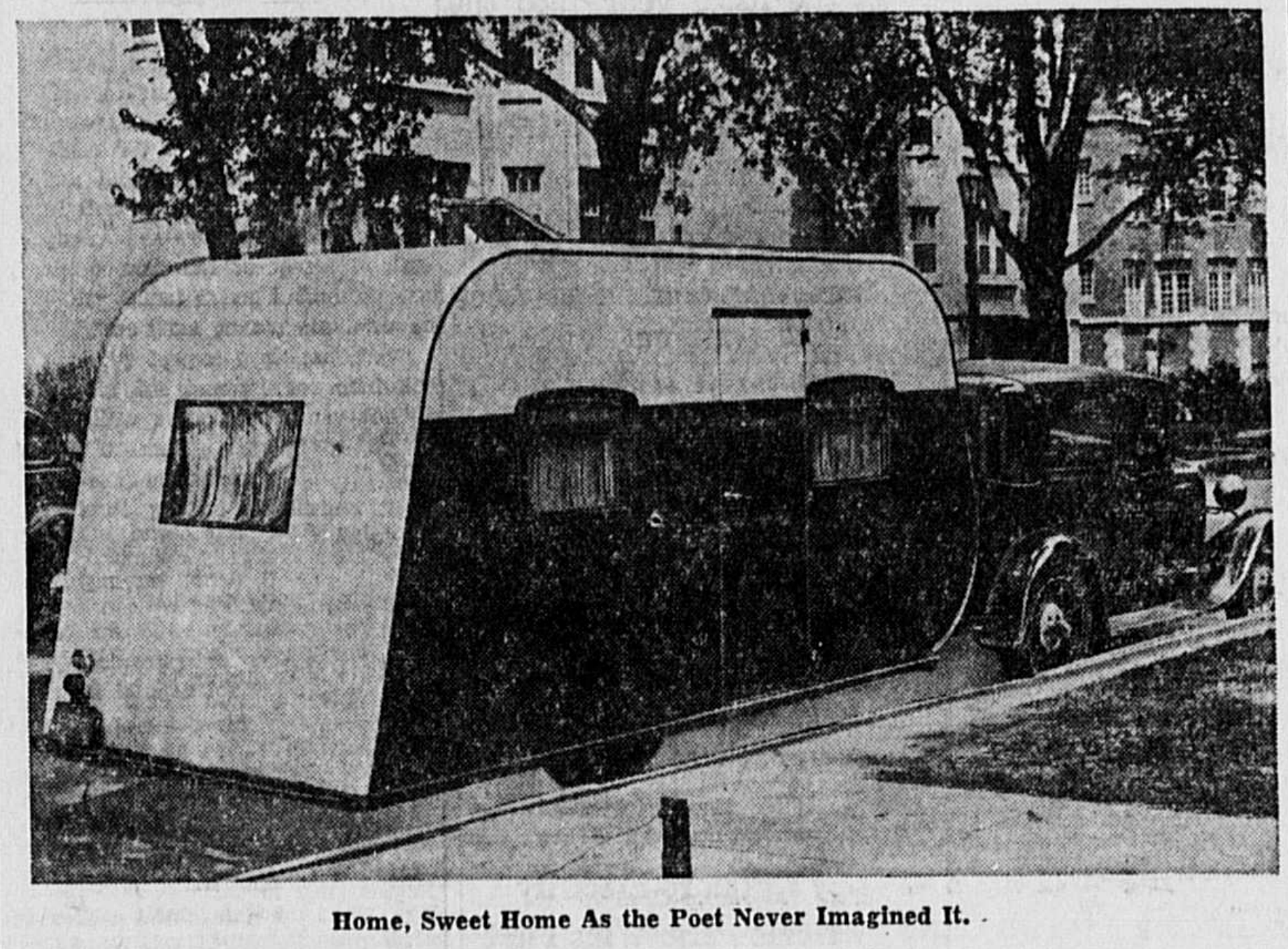
In spite of the watchful eyes of the mothers who bring their daughters to the promenade, which usually takes place on Thursday, Saturday, and Sunday evenings, Cupid seems to find the Plaza a delightful haunt.

The cathedral stands on the site which Valdivie appointed for the erection of Chile's first church. It contains numerous paintings by old masters; a reclining, life-size figure of San Francisco de Xavier, carved from the trunk of a pear tree; a monstrance and altar of silver more than 200 years old; and a crystal chandelier which hung in the room where the first Chilean congress met. The organ is one of the finest in the world. It came to Chile by accident. The ship which was carrying it to Australia was wrecked in the Strait of Magellan; the organ was salvaged, purchased at a bargain, and placed in the cathedral.

Across the city from the Plaza de Armas is the Parque Cousino, the Central park of Santiago. It is about a mile long and half a mile wide, green with eucalyptus, acacias, poplars, magnolias, and myrtle and a great variety of shrubs, vines and grasses. Here and there are charming little lakes and lovely flower beds. In the center is a parade ground, flanked by a grandstand.

COVERED WAGON URGE REVIVES

"Home, Sweet Home" Has an Odor of Gasoline These Days as Gypsying DeLuxe Captures Fancy of American Public.



Home, Sweet Home As the Poet Never Imagined It.

By WILLIAM C. UTLEY

AMERICA must be moving in cycles, for we're back to the covered wagon days again. But such covered wagons!

There are those, to be sure, who will say that pioneers have lost their salt since the prairie schooner has gone streamline. But the real hit of this year's automobile shows in both New York and Chicago is the trailer. The sudden craze of the American people to become nomads—albeit, of the de luxe variety—may soon bring $100,000,000 in annual business for the automobile trailer manufacturers.

Already you'll find thousands of these 1937 prairie schooners with shower baths making camp in as many places in the United States every day—by rippling streams, in sylvan dells, at Aunt Molly's Bide-a-Wee Tourists' Haven, on cliffs overlooking the Grand Canyon, the great ditch's awe-inspiring silence broken only by the swing music which blasts from the home on wheels.

A recent issue of the New Yorker magazine reports that there is even a family living in a trailer in a parking lot off Broadway. The daughter of the house is a pretty photographer's model, fond of going out in high-heeled slippers and evening gown when the Gay White Way lights up. Boy friends in silk hats bid her good night on the doorstep of the family trailer. All she has to do to lose a too-attentive beau is persuade dad to move the family hearth to some other parking lot.

Statistics Are Unavailable.

Roger Babson, the eminent statistician, not long ago voiced his prediction that Americans were destined to become more and more a nomadic people. The apparently haphazard growth of the trailer industry from a fad that pleased the fancy of a few to an important industry seems to indicate a trend which may bear him out.

So rapidly has the business grown—and so surprisingly—there are few statistics to measure it. Just what the saturation point for the trailer industry may be, not even the manufacturers themselves can be sure.

For one thing, they have not had time to do any figuring. For the last two years they have been too busy filling orders. But with the interest in the life of the open road intensified by the trailer exhibits in the current automobile shows, they are now attempting to plan for the future.

There is really no mystery to the beginning of the movement. It probably started something like this: Joe Doakes, a mechanic over on Avenue B in Americantown, who likes to go touring with the wife and kids in the summer, got tired of pitching a tent and decided to build himself a little cabin with four solid walls that could be set upon a chassis and towed by the family flivver.

Many Factories in Garages.

Being a good mechanic, Joe did a pretty good job of it and spent an enjoyable summer. His accounts of the trip impressed some of the neighbors. Probably the Smiths, down the street, got him to build them a trailer. Then the Joneses and the Browns. It came to pass that the fees Joe was receiving for his labors were more remunerative than his regular shop. So he quit his job and started a little trailer "factory" in his garage and went into the business in earnest.

Multiply Joe's case by a considerable number and you will have an idea how the factories in garages and barns sprang up over the country. Some of them of course folded up as the automobile companies and the body builders began to see the possibilities in the product. But there are today approximately 300 companies engaged in building trailers. They are scattered all over the United States, but the greatest center for them is in Southern Michigan, where most of the automobile plants are. Three of the latter are now in the field. There are several dozen leaders in the industry which make trailers exclusively.

It was not until last year that trailers really became numerous enough to warrant public attention. No one can be sure just how many were produced in 1935, but conservative guesses place the number at somewhere between 20,000 and 35,000. The total production for 1936 should be somewhere in the neighborhood of 60,000; the following year the figure may rise to 200,000 units. The total number of families now on the road touring in trailers is believed to be equal to about that figure.

Sees Sale of Million.

Manufacturers themselves cannot agree upon just what the future of the trailer is. One leading engineer and automotive designer, William R. Stout, attributes its popularity to the rising to favor of portable homes. Reasons for this, he says, are the housing shortage, fluctuating employment and taxation of property. Undoubtedly, if the trailer craze continues to grow, Uncle Sam will have to devise some new way of taxing these nomads who have no real estate. If he can catch 'em often enough to collect.

Another manufacturer believes that Americans will buy a million trailers. "This may seem a little optimistic," he admits, "but with a continued tendency toward the socialistic state, you are going to find a large part of the population attempting to find an 'out' to their economic problems, and the trailer offers a wonderful solution to the low-cost housing as well as travel problems."

There seems to be little chance that the trailer industry ever will rival the automobile industry in size, and few of the manufacturers think it will. The executive head of one firm states that he does not believe it will ever be very large and in a few years will settle down to "normal operation." Another manufacturer is even more skeptical, saying that the saturation point for trailers costing between $1,200 and $5,000 "will be reached much earlier than many manufacturers expect."

Coach trailers find their way from manufacturer to consumer in three ways, chiefly. Most of them are sold through automobile dealers, but some are sold by independent dealers who handle trailers exclusively and some through factory representatives. About 60 per cent, the New York Times reports, are sold through the regular car dealers. The makers of the more expensive trailers favor sales through direct factory representatives. They have to be expert at estimating costs on custom-built jobs.

Models Vary Widely.

The principal buyers of trailers today are footloose persons or families, especially those whose breadwinners have retired from work. Some of them have small pensions, or have accumulated a modest savings; others are wealthy. Most of them travel south to avoid the unpleasantness of northern winters, and those who do not would like to. Nearly half its output, one manufacturer reports, is sold to persons just about to retire. The average age of a buyer of a trailer is between forty and fifty years, says another manufacturer, who admits there are quite a few sales to persons of seventy-five.

There is virtually no limit to the variety of the trailers. In the New York show there were exhibited some 50 different models, the products of half that many factories. Displayed ingeniously in attractive, if synthetic, rural settings, they gave the spectator a real idea of their usefulness on the road.

Some of the less expensive trailers were merely carriers for baggage, folding tents and beds. At the top of the cost chart are the palatial "land yachts" with real beds, kitchenettes, refrigeration and radios. Some have even air conditioning and structural insulation.

The type of customer for whom they are intended often governs their design. Some of the simpler types find favor with the itinerant farm laborer. Others are ideal for the traveling preacher or "circuit rider." Circulating libraries, carnival troupes and medicine shows use them. Traveling clinics find them convenient, and moving picture stars employ them as portable dressing rooms when they are "on location." But by far the bulk of the sales are made to the vacationists.

Price Determines Luxury.

Trailers are usually 18 to 20 feet long. One type, which ranges in price from $495 to $1,015, has Pullman type windows in double groups with sashes and frames of steel. The body is mounted on a steel chassis and running gear, with tongue and groove flooring. Concealed in the rear of the interior is a kitchen which boasts a combination cooking and heating stove, table high, porcelain sink, work tables, cupboards and a refrigerator. Adjacent to the kitchen are Pullman seats; when a folding table is assembled they make up an attractive dinette. These also make up into a double bed. A studio couch converts into another double bed.

Most of the remainder of the models exhibited are variations of the one described. Their differences often lie in mechanical improvements. Some have two rooms, with a door in each. They likewise vary in degree of streamlining. Some of the cheaper models are hardly more than box-shaped, but the more expensive ones are designed to cleave the air with the greatest of ease.

Quite comfortable models are available at less expense than the uninitiated would suppose. One line, which starts at $275, has streamline design, air conditioning, modern interiors designed by women, adjustable road clearance for wilderness driving, low floor level and overall height, chrome molybdenum springs, rubber mounted, and metal cabinets. Pastel shades are used in the decorating and windows in some models are of the run-down type used in automobiles.

The cheapest model at the show cost $119.50, but it was not a cabin type trailer. It has air mattresses and pillows for two. The top, when opened may be converted into a waterproof tent.

A far cry from this is a palace on wheels which sells for $12,000. Six persons can sleep in it. It has everything you would expect to find in a small modern home. There are shower baths, radio, telephone communication with the driver, heating systems and accessories such as card tables, foot rests, speedometers and altimeters.

Even the automobiles themselves have begun to show the influence of the trailer. Two of this year's models are so constructed that the seats may be folded into beds for "camping out."

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Town Boasts of No Slums

Radcliffe, England, with 25,000 population, boasts it has no slums.—Rocky Mountain Herald.

On to Success—

With It Comes Boldness in New Ideas; Our Sphere of Friends and Activities Expands

A POOR salesman may be a genius at gardening; an indifferent stenographer sometimes never suspects her own gift for cookery, for dress design, for ability to pick up foreign languages. By thinking candidly about yourself, by being as friendly to yourself as you would be to another, you can often draw up a picture of your tastes, abilities, desires and hopes which will astonish you.

Take an inventory of yourself, paying special attention to the things you like but which you have little of in your daily life. Then start putting them into it.

From Interest to a Specialty

Often we have to begin slowly—reading, or finding courses of instruction within our means, or working out a program for ourselves in solitude; but every day something can be done toward the new way of living. It can grow from an interest into a hobby, from a hobby into a side line, from a side line into a specialty. Then comes the day when the unsatisfactory work can be given up (to someone who will find it as satisfying and as absorbing as we find our own new field) and success is at last really and noticeably on its way to us—or we are on our way to it.

Vitalizes Character

Then living begins to be fun. We meet people with the same tastes, not just the chance acquaintances who come our way in an uncongenial profession. Having succeeded once, we begin to show a little daring; we try new ideas more boldly, and our world of friends and activities expands even more. Chances we couldn't even imagine until we got inside our real work turn up on every hand. Best of all, even a small success has a vitalizing effect on character.

That is the most interesting discovery that success brings in its train: those who are living successfully make the best friends. They are free from malice and spitefulness. They are not petty. They are full of good talk and humor.—Dorothea Brande in Cosmopolitan.

Foreign Words and Phrases

Ab uno disce omnes. (L.) From one learn all; from a single case infer the whole.

Blague. (F.) Boastful talk; an incredible story.

Damnum absque injuria. (L.) Loss without legal injury.

Locum tenens. (L.) One holding another's place; a deputy, a proxy.

Forsan et haec olim meminisse juvabit. (L.) Perhaps sometime it will be pleasant to remember even these things.

Enfonts perdus. (F.) A forlorn hope.

Haud passibus aequis. (L.) With unequal steps.

In propria persona. (L.) In one's own person; in person.

Quot homines, tot sententiae. (L.) Opinions as many as the men.

"Snow" in Hollywood

Snow never falls on Hollywood, yet "snow," of a sort, bothers cameramen on outdoor sets whenever the breezes blow in gusts. This meteorological freak is due to millions of tiny wisps of silver foil which blow off the portable deflectors. Edges of the sheets of foil are purposely not glued down, for their waving in the breeze gives a "soft" light on the camera subjects.

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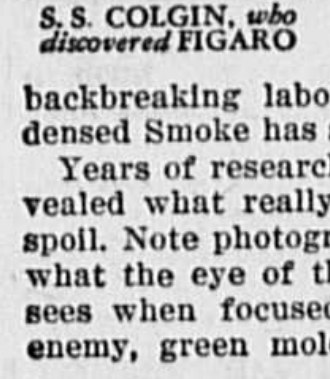
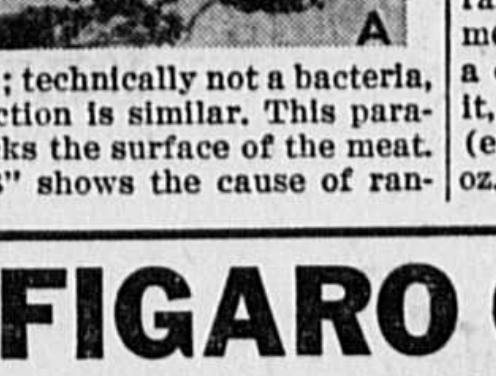


S. S. COLGIN, who discovered FIGARO



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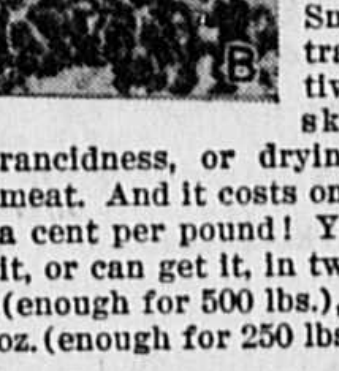

B

C

Bacteria Attacks Unprotected Areas of Meat--Expert Explains Way to be Sure Meats Will Keep Thru Summer

By S. Eugene Colgin

I have smoked more than two billion pounds of meat. On my father's farm 30 years ago I discovered what happened to meat during smoking in the old smokehouse. Fine drops of moisture appeared on the hams and sides. The smoke was "condensing" on them. This led to my discovery that smoke could be condensed, and simply "brushed on" the meat. What untold hours of backbreaking labor FIGARO Condensed Smoke has saved since then!

Years of research, since, have revealed what really causes meat to spoil. Note photograph "A." This is what the eye of the microscope sees when focused on that old enemy, green mold. Mold is a "fungus"; technically not a bacteria, but its action is similar. This parasite attacks the surface of the meat. Photo "B" shows the cause of rancidness, usually near the bone. It is a bacteria, shown here through the microscope's eye. And photo "C" shows that pest called the "skipper," which is in reality the larva of a fly. It lays its eggs on the meat, and at the first warm spell, they hatch.

There is only one known way to prevent all these troubles. That is thorough smoking. Of course everyone knows how uncertain the old smokehouse is. Other so-called smoking methods, or substitutes for smoking, are likewise risky. How can you tell whether or not the meat is thoroughly smoked? But if you want to be SURE your meat will come through the hot summer months sweet and wholesome and eatable, brush every square inch with FIGARO Condensed Smoke. It penetrates. It positively prevents skippers, mold, rancidness, or drying out of the meat. And it costs only one-third of a cent per pound! Your dealer has it, or can get it, in two sizes—32-oz. (enough for 500 lbs.), $1.50; and 16-oz. (enough for 250 lbs.), $1.00.—Adv.

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