

TALES FROM BIG CITIES

Monument Honors a Deserving Pioneer

BALTIMORE, MD.—To make up for the neglect of the whole human race properly to commemorate the birth of the progenitor of all the people, John P. Brady has taken it upon himself to erect a monument to Adam, the First Man.

According to Mr. Brady's calendar, Adam was born October 28, in the year 494 B. C. Every year since he built the memorial in 1909 it has been the custom of Mr. Brady to journey to the monument on Adam's birthday to lay a wreath on it and to hold with such of his friends and admirers as might attend a sort of Memorial day service.

The monument is a plain stone shaft, impressive by its simplicity, surmounted by a sun dial. The inscription informs the observer in bold letters:

THIS, THE FIRST
SHAFT IN AMERICA,
IS DEDICATED
TO
ADAM
THE FIRST MAN.

In a circle surrounding the dial appear the words: "St. Transit Gloria Mundi." Mr. Brady thus justifies his

purpose in building his unique memorial to perpetuate the memory of the leading figure in the history of the world:

"Some of us may blame Adam for the misfortunes we get in this world, but few of us wish we had not been brought here. It was kind of Adam to come first. He paved the way and should be accorded the homage which we pay pioneers in all fields. I thought it was high time Adam had something to show for having been here. Adam was something of a hero after all."

The Constitution of the United States is also the object of Mr. Brady's passion for monument building. This great institution, the charter of American institutions, is now defunct, according to Mr. Brady, stabbed to death by 18 amendments, not to mention the many constructions and amendments that have destroyed the virility of the original document. And so Mr. Brady has erected a monument with the inscription:

IN MEMORY OF THE
CONSTITUTION OF THE
UNITED STATES.
GONE BUT NOT FORGOTTEN.

WAY TO IDENTIFY ANY STOLEN CAR

Simple Matter to Place Secret Marks on Machine in Out-of-Way Places.

(By ERWIN GREER, President Greer College of Automotive Engineering, Chicago.)

You wouldn't leave a bag of \$20 gold pieces parked at the curb even though they were stamped "In God We Trust." In fact the person who did so would immediately be sent to the insane asylum. But nine out of every ten motorcar owners, according to statistics, are fully as careless with their machines, which often represent a bag of gold pieces far too heavy to carry.

You think nothing of leaving your car for long periods without locking it. And if you are fortunate enough in still having it, why it is nothing less than sheer luck. It is little wonder that automobile thieves live off the fat of the land and find such a profitable field for their work.

How Thieves Work.

Thieves usually work in pairs and when they see an unlocked car at the curb, they drive another machine alongside of the unlocked one. It is an easy matter to step from one into the other. In case they are discovered in the actual theft, the other car is the means of getting away. As a rule they take the one that offers the least resistance for an easy get-away.

Suppose your car is one of those stolen. Could you identify it with a new paint job or other disguising features? Remember that the car is the thief's property until proved otherwise. Without some real proof you cannot, of course, claim your property. With the engine numbers and frame identification removed, you cannot possibly tell your car from another, especially on account of the fact that there are so many standard models.

Identification Marks.

It is a simple matter to put secret identification marks on your machine. Inside the hubcaps and on the frame are excellent places. Or you might loosen some part of the upholstery and insert your business card. In this event you would catch the thief red-handed. Suppose that those identification places were discovered and removed—surely there are other ways that will suggest themselves to you from an observation of your own particular car. And a thief isn't superhuman; he cannot locate all the identification places.

But do it right now. Don't wait until it is gone.

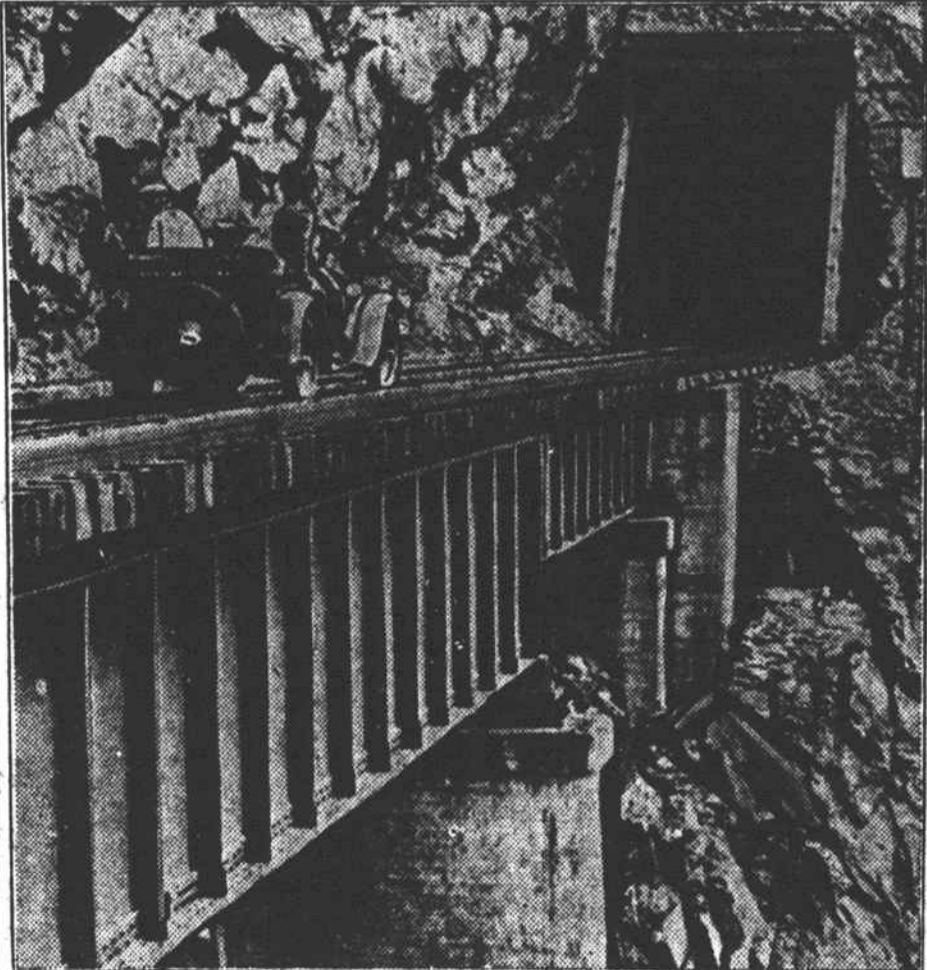
It only takes a few seconds to lock your car. And, as a rule, the thief shadows his prospect several days before he steals it. If he sees that you are careful it is a ten to one shot that he'll pass your machine up for one that is easier to steal.

So don't put temptation in his way.

Well Recommended Paint for Use on the Muffler

It is difficult to find a satisfactory paint for exhaust pipe and muffler, because of the heat of those parts. Here is a highly recommended muffler paint: Boiled linseed oil, one-fifth pound; Japan varnish, one-fifth pound; turpentine, two-fifths pound; lampblack one and a half ounces; powdered graphite, one and a half ounces; powdered oxide of manganese, three-eighths ounce. Mix the linseed oil and Japan varnish together, then add in order, stirring all the time, the lampblack, the graphite and the powdered manganese. Add the turpentine, until the quantity mentioned has been used. This mixture should be used as soon as it is mixed, as it dries quickly. Every time the brush is dipped in it should be stirred. It is well to paint the muffler while it is hot, after having cleaned it thoroughly.

THE FIRST CAR FROM WINNIPEG TO VICTORIA



The first car to travel from Winnipeg to Victoria by the All-Canadian route entering one of the 12 tunnels passed en route. The trip was made by Austin F. Bement, secretary of the Lincoln Highway association and E. S. Evans both of Detroit. They were awarded a gold medal by the Canadian Highway association.

AUTOMOBILE FACTS

Carry a piece of tough canvas in your tool box. In an emergency it makes an excellent patch when doubled twice and caught and held by the rim.

Nearly 7,000 new motor busses were put into service during 1923 on lines in the United States. These figures are based on reports from 26 manufacturers.

Never let oil, grease, or gasoline remain on your tires. They all destroy rubber. Wash only with pure cold water and a little soap.

What, it is said, will be the longest "white way" in the South, is to be made by electrically lighting the 32-mile concrete highway between the cities of Dallas and Fort Worth, Texas.

Keeping Car Under Control on Grades

In driving down steep grades various resistances may be utilized to keep the car under control. If the engine is kept running and the gears are in high, there is only slight resistance. This may be increased by shifting into second speed, and further increased by shifting into first. When still further resistance is needed to maintain a check on the progress of the car and it is not desired to use the brakes the ignition may be shut off and the throttle closed. By opening the throttle the resistance is still further increased. The maximum of resistance and the best control on a dangerous steep hill may be obtained by shifting into first, switching off the ignition and applying the brakes at intervals.

Grabbing Rattles in Their Infancy Is Right Plan

The more expensive a car is the longer you expect it to run without rattles. Yet it is possible with even the lowest priced cars to keep the rattles out if you but catch them as they appear. They will come one by one and if they are caught in the same manner they will not be nearly so hard to remove as they would be if they are allowed to accumulate in a troublesome chorus before they are stopped.

Rattles in the brake linkage and other parts under the car can be found by shutting off the engine and allowing the car to coast in neutral gear. If someone stands or sits on the running board while the driver does this, many sounds that have been difficult to locate will be readily found. These link rods are a typical example of noise that will often defy the efforts of the driver to find, while another person sitting on the running board or outside the car will have little or no difficulty in locating them.

Place for Extinguisher on the Running Board

Where to put the extinguisher is an open question. Under the dash is the customary place. But almost every motor car fire endangers this spot. Flames sometimes envelop the extinguisher before the driver has a chance to unhook it. The most logical place, from the fire standpoint, is to place it on the running board, but this not only spoils the car's looks, but tempts children to meddle with it. For roadsters, especially, the extinguisher can be carried on brackets at the base of the driver's seat. In this position it is very handy. For touring cars a good place is the back of the front seat. Here it is accessible, that is the main thing. It would be less conspicuous if painted black. And in winter it would be covered by the robes. In this respect, however, use your own judgment.—Motor Life.

Poor Cement Is Blamed for Failure of Patches

One reason, perhaps, why a great many roadside and amateur tire patches do not hold when the tube is assembled into the shoe is that rubber cement is used which is not up to the mark.

Usually the cement has been reposing in the car's tire repair kit for quite a time, and it is therefore not so fresh and active as it once was. Be sure to get the best materials you can, in the first place, and, further, before going on a long trip examine the tire repair kit to make sure everything in it is in good condition.

Better an inspection before the start of the trip than regrets at the poor shape everything is in later when called upon to fix a puncture out on the road.

The KITCHEN CABINET

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WEEKLY MENU SUGGESTIONS

These menus are to be followed only as suggestions, as each family has its own particular needs and one is not always able to obtain some of the foods in every market. We may substitute the available foods often to good advantage.

SUNDAY—Breakfast: Grapes, cream of wheat, top milk, egg, toast, coffee. Dinner: Pork tenderloin, apple rings (fried), creamed onions, pumpkin pie. Supper: Popcorn, top milk, lemon layer cake.

MONDAY—Breakfast: Grapes, puffed wheat, graham toast, marmalade, coffee. Dinner: Roast of veal with dressing, spinach salad. Supper: Corn soup, Waldorf salad, rolls, tea.

TUESDAY—Breakfast: Grapefruit, sausages, creamed potatoes, rolls. Dinner: Liver and bacon, baked potatoes, cabbage salad, apple pie. Supper: Scalloped potatoes, cold roast, bread and butter, cup cakes.

WEDNESDAY—Breakfast: Baked apples, creamed eggs, graham muffins. Dinner: Rib roast of beef, buttered carrots, baked squash. Supper: Stuffed peppers, Parker House rolls, canned fruit, cookies.

THURSDAY—Breakfast: Bananas and cream with oatmeal, toast. Dinner: Baked hash with mashed potatoes, lettuce, raisin pie. Supper: Tomato soup, French toast, whipped cream, cake.

FRIDAY—Breakfast: Orange, omelet, griddle cakes. Dinner: Creamed codfish, baked potatoes, cherry pie. Supper: Escalloped oysters, cole slaw.

SATURDAY—Breakfast: Stewed prunes, ham and eggs, toast. Dinner: Broiled beefsteak, mashed potatoes, creamed lima beans, lemon jelly. Supper: Bean soup, steamed brown bread, cottage cheese.

Waldorf Salad.

Cut into dice equal parts of celery, and apple, add any desired dressing and a few coarsely chopped nuts. Serve on lettuce.

The stars are with the voyager
Wherever he may sail;
The moon is constant in her time,
The sun will never fail.
But follow, follow round the world,
The green earth and the sea;
So love is with the lover's heart
Wherever he may be.

GOOD THINGS IN SEASON

For a hot dish at night after a chilly ride try the two following recipes:

Hot Chicken Salad.—Mix one pint of chicken, cut in cubes, with one cupful of cooked peas, one-half teaspoonful of salt, one-quarter teaspoonful of pepper, one teaspoonful of onion juice, one pimento, cut into squares, one teaspoonful of lemon juice, and set aside one hour to season. Make a sauce of one-quarter of a cupful of butter, one-quarter cupful of flour, half a teaspoonful of salt, a cupful each of cream and chicken broth. Add the seasoned ingredients and let stand over hot water to become very hot. This is good served from the chafing dish.

Deviled Oysters.—Cream an ounce of butter (two tablespoonfuls) with two tablespoonfuls of grated hard cheese (Parmesan) and mix with one tablespoonful of flour. Stir the mixture into one-half cupful of hot cream and cook, until thick, in a small saucepan. Add six mushrooms, broiled and chopped, one tablespoonful of grated horseradish, one pint of oysters, and stir over the heat until the gills crinkle. Add one teaspoonful of tabasco sauce and serve at once on hot toast. Lessen the amount of sauce if hot foods are not agreeable.

Mother's Oyster Soup.—Place one quart of oysters and liquor in a saucepan and cook gently for five minutes; strain and return the liquor to the saucepan. Bring to a boil and skim. Beat one egg and add one pint of milk slowly, mix well, add the oyster liquor and bring to the scalding point. Meanwhile cream together two tablespoonfuls of flour and the same of butter, thin with a little cold milk and add to the hot mixture; stir and cook; add the oysters, salt and pepper and serve at once.

Raisin and Green Pepper Salad.—Boil one-half cupful of raisins until plump and soft, arrange on a bed of Chinese cabbage with shredded green peppers. Serve with:

Thousand Island Salad Dressing.—Beat one-half cupful of olive oil into one cupful of mayonnaise dressing, add a teaspoonful of vinegar, one-fourth of a teaspoonful of salt, one-half teaspoonful of paprika, one teaspoonful of pimentos, one teaspoonful of green pepper, one teaspoonful of olives, all three chopped. Mix all the ingredients thoroughly, then beat in gradually one-half cupful of chili sauce. This will keep, if kept in a cold place for a long time.

Grandmother's Date Cake.—Into a mixing bowl put half of a cupful of soft butter, two and two-thirds cupfuls of brown sugar, four eggs, one cupful of milk, three and one-half cupfuls of flour, five teaspoonfuls of baking powder, one teaspoonful each of cinnamon and nutmeg and one pound of dates cut into pieces. Bake in a tube pan.

Nellie Maxwell

Suicide in Sleep
M. Thornton Jones, a solicitor of Bangor, England, cut his throat in his sleep and died 80 minutes later. "I dreamt that I had done it," he wrote in a moment of consciousness. "I awoke to find it true." A verdict of suicide while temporarily insane was returned.

Dutch Brought Slave Cargo
A cargo of slaves from Africa was landed in Virginia in 1619 by a Dutch slave ship.

ADROIT CORSETING REQUIRED; TUNIC BLOUSE IS TRIUMPH

IN THE matter of slenderness, Fashion is obdurate—she still likes (or pretends to like) almost curveless, flat-chested figures, suggesting immature girlhood. They look all right in the fashion books, but if the gaudy ladies pictured there were to come to life and circulate among us, Fashion would change her mind. Meantime womanhood, more or less plump and



Shows Art of Corsetiers.

pretty, looks to the corsetiers to give her figure straight and boyish lines. Nearly all the new corsets are low-top or topless models, made of satin, broche or rubber. Wrap-around or step-in, they have long, or medium long, hip lines. Many of the new models have no lacings; the strong, firm, elastic materials are so put together that they give the figure shapeliness. Boning grows less and less a factor in their composition while designers rely upon materials to sustain and restrain the figure without hampering the body or injuring it. It almost goes without saying that corsets should be fitted—there are models to suit different types of figures



One of the Tunic Blouses.

and for different uses and there are appliances for correcting defects in either too stout or too slim persons. The responsibility of the corset stops at the waistline and is there taken up by a brassiere, which undertakes to support the bust in the proper way. Very slender women find a corsetlet all that they need. If the figure is too flat, corsetiers recommend the wearing of a ruffled piece made of silk, net or sheer cotton fabric, attached to the front of the corsetlet. The advantage of the corset and brassiere, for stout figures, is the freedom they allow at the waistline, which is necessary for proper breathing. This is a point never overlooked by corset makers who must always manage to give the figure trim

particularly well adapted to the wear. While it holds the center of the stay in afternoon dress, the tunic blouse has an important role to play in tailored modes as a part of the ensemble. It is a high light in this year's contributions to dinner and evening dress, and made its entry in haute couture circles of georgette crepe, most of them short-sleeved and decorated with beading. It is very handsome in brocade, chiffon, metallic brocades and washed chiffon. For evening the short-sleeved tunic, flaring toward the bottom and finished with narrow, flat banding, leaves nothing to be desired.

Occasional Wide Hat
While the majority of hats are high-crowned and small-trimmed, one now and then sees a hat of the picture variety. In brown felt, with sweeping uncured plumes of orange and white of this sort worn recently was a wide of brim as Gainsborough's self could wish.

Westward the Live Stock Wends Its Way

OMAHA, NEB.—A census has been made by the government of the live stock of the country and its distribution, which makes it possible to plot the exact center of this population. There was, of course, a time in the early history of the country when the centers of population of people and of the live stock were practically identical; dairy products were raised and animals slaughtered at the consumer's door. Today the census shows the center of population of live stock has far outstripped the population in the movement westward.

The center of the swine population, for instance, has just reached the Mississippi river. The movement of the cattle population has been much more rapid and its center is at present in western Kansas. The most rapid Western movement is found in the case of sheep, whose center of population has reached western Nebraska and is approaching the Colorado state line. The slowest progress westward

has been made in the case of the dairy products, whose center is now in western Illinois. The human population center is in western Indiana.

By charting the centers of the animal population of the United States one gains a new idea on the problem of food distribution. In each case the center of live stock population is hundreds of miles west of the center of population. The census reveals the fact that the Eastern states as a rule are almost wholly depopulated of beef cattle, dairy cattle, swine and sheep.

The greatest density of animal population is found in the Middle West. On the Pacific coast the proportion is usually about two or three-tenths head per capita. An exception is found in the case of sheep, which in some Far Western states are equal in population to that of the state.

In other words, 50,000,000 people in the United States today live in non-producing sections far from the meat and dairy supply.

New York-Chicago Double-Track Air Mail

NEW YORK.—The government has blazed the trail for an eight to nine-hour overnight air mail service between New York and Chicago, both ways. It was disclosed by Carl F. Egge, general superintendent of the Post Office department's air mail division.

Routes have been mapped, terminals, way stations and emergency fields are being acquired; machines and personnel have been assigned and all the powerful lighting equipment for night flying is being set up.

Col. Paul Henderson, second assistant postmaster general, has ordered the new service installed early next spring, probably in April. This, said Mr. Egge, will give the government a "double track" air mail system between here and Chicago and, with a transcontinental service covering 2,720 miles, will make a total of 1,905 miles over which night flying will be continuous.

W. E. La Follette, superintendent of the Western division, announced that a field had been leased at Concord, Cal., in preparation for early extension of the all-night service from Rock Springs, Wyo., to San Francisco.

Thus night flying would be in progress over the entire transcontinental route and there would be two deliveries of air mail daily instead of the present one at all points along the route. The air mail service would be "double track" throughout as soon as the demand of patrons westward from Chicago promised to make it feasible.

Night mail will leave the New York air terminal at 10 p. m., reaching Chicago nine hours later (8 a. m.), for distribution with the first regular delivery. Night mail will leave the Chicago air terminal at 9 p. m., reaching New York eight hours later (8 a. m.), also for the day's first delivery. Due to prevailing winds the westward flight will be an hour longer.

Mr. Egge pointed out that the best mail train time between the two cities now is 20 hours, and virtually two days are lost in the transaction of business by train mail, but with the air mail he said, a ten-hour service from post office to post office would be maintained. Letters mailed at the close of business in a terminal city or any intervening air mail station would be at destination for the opening of business the next day.

Worse'n a Baby Show to Pick Winners

CHICAGO.—Boys with harmonicas. Boys from every part of Chicago, boys representing all nationalities, boys in pressed clothes and torn clothes, boys in clean shirts, flannel shirts, and sweaters; boys, each with a harmonica and each fully determined to outdo every other boy in the playing thereof.

This is what confronted the music critic of the Chicago Tribune at Eckhardt park. It was his duty to select the best team of four players. Before he had finished his task he was of the belief that a candidate for congress judging a baby show had nothing on him for difficulty of choice.

The meet, the first of its kind in Chicago, was conducted by the recreation bureau of the board of education. Supervisor C. H. English, desirous of widening musical activities from the bottom up, picked the harmonica, the lowly mouth organ, as the true democrat of instruments, particularly as it involved the least outlay and the quickest response.

Twenty-three harmonica quartettes

assembled in the lecture room of Eckhardt park and one by one exhibited their abilities. They were required to play two pieces, one either "Yankee Doodle" or "Home, Sweet Home," the other something of their own choice. Here there was considerable diversity, with "The Old Folks at Home" and "Old Black Joe" as first choice, but occasional specimens of "O Sole Mio," "Casey Jones," and "What'll I Do."

It was something of a revelation, this demonstration of the democrat of music. The boys played tunes well and accompanied them well. When the contest was over they all joined in, and the effect was as inspiring as a big chorus.

The choice was difficult, but it was finally made. Never were better sporting instincts displayed than in the way the winners were cheered. The group from Mozart playground was awarded first place, Louis Orlovsky, Bennie Saffrin, Lester Krueger and Phillip Savage being the members.

Daughter Wins Death Race From Mother

LYNBROOK, L. I.—A strange story of the death of Madeline Haverstroh, twenty-five-year-old daughter of a wealthy family of Lynbrook, L. I., who committed suicide in her automobile near her home late in the afternoon, has become public. Miss Haverstroh, it was learned, won a 45-mile race for death from Northport to Lynbrook against her mother, who, in another car, was trying to reach home in time to prevent her daughter doing harm to herself. Reaching home first, the daughter went to her father's room, took his revolver, and then drove two blocks away in her car, where she shot herself.

The young woman was popular in Lynbrook and had many friends and admirers. Her father, Louis H. Haverstroh, is in business in New York and has lived in Lynbrook with his family for the past eleven years.

Miss Haverstroh drove to St. Brook to attend a birthday party at the home of Mr. and Mrs. Julius Davis.

She stopped at Northport to visit another friend, Mrs. Leopold Dohna. This friend called up Mrs. Haverstroh at Lynbrook and said: "There is something wrong with Madeline. She's acting very queerly." The mother drove at once to Northport.

Hoping to get her daughter safely home the mother started for Lynbrook immediately. Madeline drove ahead in her coupe, while her mother followed in the sedan.

The mother kept close behind her daughter's car until they reached Hempstead. It was then getting dark, and the daughter succeeded in taking advantage of a traffic jam to speed so far ahead of her mother that the latter entirely lost her track. When she arrived night had fallen. There was no trace of her daughter's car about.

Miss Haverstroh left no note nor did she make any statement to her mother to explain her action. Her parents and the authorities were mystified as to the cause of suicide.