

THE GREENLAND ESKIMOS ARE LIKABLE, BUT VERY DIRTY

(St. Louis Globe-Democrat)
Rockwell Kent, dynamic artist and author, last night described the lives of Greenland Eskimos in an address before the Washington University Association in Soldan High School, picturing the Far Northern race as a people of gentle and lovable characteristics, but nevertheless prone to overlook cleanliness.

He said a 16-year-old girl, "incredibly filthy," for some reason or other fell in love with him, and while he was building a home she made daily trips to and from a spring. Her only ornament was on her left ear. On the return trip it would be on her right ear.

Kent explained he never heard of the girl until after she had been passing his house for several months. Just before Christmas, he said, the complete story was related to him. His servants were directed to scrub her, and it was quite a task. Then she was given bright clothing, 5-and-10-cent store jewelry and a chemis of white silk along with other Christmas presents.

Girl Now Popular

Finally, he said, he secured a job for her in a sanitarium, and when he last heard of her she was so well thought of she could land any man on the ice continent.

Kent, whose activities have embraced not only the painting of exceptionally fine pictures and the writing of widely circulated books, is also known as a woodcutter, boat builder, navigator and historian. It is said that he has lived the life of a dozen men in his time—such has been his energy.

Greenlanders, according to Kent, live in small frame houses, one-third of which are taken up by "beds." These consist of an elevated platform, on which all members of the family—or as many as space permits—get their sleep. The Eskimos, he explained, "sleep in houses, but live outdoors." Their cooking utensils are limited in number, and are seldom washed.

Live Communistic Lives

Men and women do not fight in

Greenland, Kent said. The people live communistic lives, and when a seal is caught each family calls for its share. No effort is made to get more than a family's share, no word of thanks is given. The women do not grumble at the time-honored custom of doing most of the work—they get a fire started in the morning and warm each article of clothing before the man puts it on.

He further said Greenlanders do not welcome tourists of the type who knock on the door just to see what is inside the house. However, every door in the settlement is open to the wayfarer who needs shelter, but he must share the accommodations of the family.

His assertions Greenland is a land of indescribable beauty were borne out by motion pictures projected before the audience, which included about 1500 persons.

VULCANIZING PROCESS HELPS RUBBER TRADE

Offering great resistance to corrosion, abrasion and shock, rubber is solving many problems for the industrial world, says "Popular Mechanics Magazine." Discovery of a process for vulcanizing rubber integrally with many common metals has almost revolutionized engineering practices. For instance, vulcanized rubber now is being used for lining tank cars in which are transported hydrochloric acid, 50 per cent sulphuric acid, phosphoric acid, nickel-plating solutions and others. The rubber lining resists the corrosive effects of these acids, increasing the life of the car. As it is now possible to vulcanize either hard or soft rubber around the boiling point of water, equipment of large size and irregular shapes can be lined with rubber after it has been placed in permanent position. It is common knowledge that, because of its great resistance to abrasion, the modern tire tread will resist wear on hard-surfaced roads better than the hardest steel. Taking advantages of this property, rubber coatings or linings are now being used extensively in machinery, such as screens, sand and gravel chutes, centrifugal pumps, fans and blowers, and mills designed for grinding or mixing abrasive materials such as sand, gravel or concrete.

When wet with water, vulcanized

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AGING IN THE FILMS LATEST MOVIES VOGUE

More and more are screen actresses, and actors, too, for that matter, growing old before your very eyes. It has reached the point of being a vogue in motion pictures.

Stars in budding youth have literally become character actresses, appearing in pictures which take them from young girlhood to extreme old age and provide the greatest possible test of their ability and versatility. Numerous have been the films in recent months in which some actress passes from a pink-cheeked girl of 20 in reel one to withered and wrinkled octogenarian in reel eight.

It so happens that no aging takes place in the current films, but there will be a case of it soon. It will be performed by an actor, however, Paul Muni, in "The World Changes."

Although make-up experts and costumers have much to do with creating such characters, the real success of

the role depends on the actress or actor, since to preserve the illusion of reality, voice, carriage and mannerisms must be altered as the story progresses. As difficult as the task is, several have risen to the occasion superbly, turning in memorable performances.

An early classic example of a young woman growing old gracefully in talking pictures was furnished by Irene Dunne in "Cimarron," and she did it equally as gracefully a year ago in "Back Street." Norma Shearer finished "Strange Interlude" and "Smilin' Thru" as an old lady, as did Sylvia Sydney in "Jennie Jerhardt" and War Engles in "The Great Jasper." Mary Pickford covered a lifetime in "secrets." Helen Hayes won gold awards for aging in "Sin of Madelon Claudet." Colleen Moore staged an impressive screen comeback a few weeks ago by doing the same thing in "The Power and the Glory."

SOVIET FILM INDUSTRY WILL TRAIN OWN STARS

Moscow, Nov. 6—Soviet motion picture directors have been instructed at last to seek out and develop film stars and to glorify them as in other lands. "Let Soviet Stars Shine!" commands the headline of the leading film organ here, "Kino Gazette."

This order ends fifteen years of theorizing about motion pictures being a collective product. The collective notion is not relinquished, but the powers-that-be finally have decided that individual stardom does not necessarily contradict collective work.

"Why, after all," asks "Kino Gazette," "should we not have our own movie stars, well known and favorites of the public? Why can any film fan here name two dozen foreign motion picture artists, while he rarely can mention one or two really popular figures from the Soviet films?"

The answers to these naive questions are not at the back of the book. But everyone knows them, anyhow. It is a fact that heretofore the featuring of individual stars virtually was forbidden. The whole institution or stardom was regarded as something bourgeois.

Now the government has realized that the public craves stars; that failing to find native ones, they will adopt foreign stars. Therefore it has been decided to provide the home-made product.

The "Kino Gazette" asserts that it is the duty of every Soviet director worth his salt and rubles to look around among young film players for material which can be developed to starlike heights.

Soviet film people still are very far from the sunken-bathtub and private-swimming pool stage of their career. In fact, two or three rooms and a food-ration-book, still are the peak of grandeur for a screen luminary here.

All the same, there are better days ahead for them.

"Women are said to be the spice of life."

"You can't depend upon the labels. I figured on getting the salt of the earth, but I got pepper."

Lou—"I don't see how I'm ever going to get a new fur coat."

Sue—"Neither do I, unless I manage to kill the wolf at the door."

"She doesn't seem to be very popular with other women."

"No wonder. She always manages to start telling her symptoms first."

"How did Teller get his cold?"

"All the drafts in the bank go through his cage."

rubber has a surprisingly low-frictional resistance against metal, therefore lending itself to use as bearings for shafts operating with water lubrication. The "cutless" bearing is used extensively for propeller shafts in the marine industry. The automotive industry, of course, is constantly increasing its use of rubber to improve the modern automobile.

ULTRA-MODERN RAILROAD CARS

(Philadelphia Bulletin)

The debt aviation owes the automobile industry for help in development of internal combustion engines suitable for planes is likely to be more than repaid to earth-bound transportation through revolutionary changes suggested by the development of plane design. The evolution of automobile design has been gradual, though much under the recent influence of aviation's practices, but railroad cars are coming under aviation's influence with a suddenness that startles. The 90-mile-an-hour "rail plane" announced by the Pullman Car and Manufacturing Corporation is the most recent railroad innovation, joining others in the trend toward lighter, swifter vehicles designed for the minimum of wind resistance.

Metals developed to build strong but light airplanes are to be used in the new Pullman "rail plane," with the result that the new coaches will weigh 25,000 pounds as against the 160,000 pounds of the standard coach. The wind tunnels of aeronautical engineers have shown that at 90 miles an hour wind resistance eats up 90 per cent of the power. Application of stream-line design to the new cars cuts this power hog to half its usual waste.

Internal combustion engines of the automotive type will propel the "rail plane" at its high speed, and if rails make as much use of these engines as indicated by several innovations nearing introduction to the public, the railroads will have a debt, in common with aviation, to the automotive industry. It might have been expected that the dizzy speed attained by airplanes and scientific studies of its phenomena would raise the normal speed of earth-bound vehicles. Interchange of engineering advances in automobiles and planes has been notable for several years. Now rails are going ultra-modern.

SERIOUS FIRE AT FOUR FALLS

Aroostook, Victoria county, N. B., Nov. 3—The second fire to take place in the last two days in the settlement of Four Falls, occurred early this morning, when the house and two barns of Miles Everett were burned to the ground. Everett heard his young daughter choking, and when he arose to investigate he found the house in flames. The family escaped in their night clothes. Most of the furniture was saved, but the house and barns, with the season's crops, were destroyed in the blaze.

The district school house was burned to the ground on Wednesday morning.

SHE SHOULD KNOW

"Percy has good cause to be vain of her beauty, but she isn't."
"How sweet! But how do you know she isn't?"
"She told me so."

BRITISH NAVAL SHELLS HAVE A REAL PUNCH

(Philadelphia Bulletin)

New 16-inch and 15-inch shells which the British Navy is to use for the Nelson, Rodney and other capital ships mark a new development in the endless game of producing armor no guns can penetrate and guns no armor can resist. The new shells the great Nelson and Rodney will use in their 18-16 inch guns—nine to each ship—have penetrated 16 inches of hard-faced armor at right angles and at inclinations of 15, 20 and even 20 degrees. These super-shells are too good for armor of the sort the Nelson and Rodney boast, but the United States' Colorado, Maryland and West Virginia would be tough targets for them at long range.

The Rodney and the Nelson have a belt of 14-inch armor with turret protection varying from 16 to nine inches. The American leaders have a belt of 16 to 18-inch armor and turret protection varying from 18 to nine inches. But most of the world's largest battleships have armor from 14 to 12 inches in thickness, fair prey for the new British shells.

As naval shells have increased by inches, armor plate has grown in thickness in a nearly parallel series of numbers. Discussions of the penetration of 9-inch shells are based on 9 inch plate; the power of 12-inch shells is compared with the resistance of 12 inch plate. With shells capable of penetrating 16-inch armor without damage to the shells or the bursting

CHICAGO RUMORS A BIG BASEBALL TRADE FOR 1934

Chicago, Nov. 4—The Herald and Examiner says it has learned from an authoritative source that officials have decided on a drastic shakeup in the Chicago National League roster for the 1934 season that will bring Charles (Chuck) Klein, star Philadelphia Nationals outfielder, and Chick Hafey of the Cincinnati Reds into the Cubs' lineup.

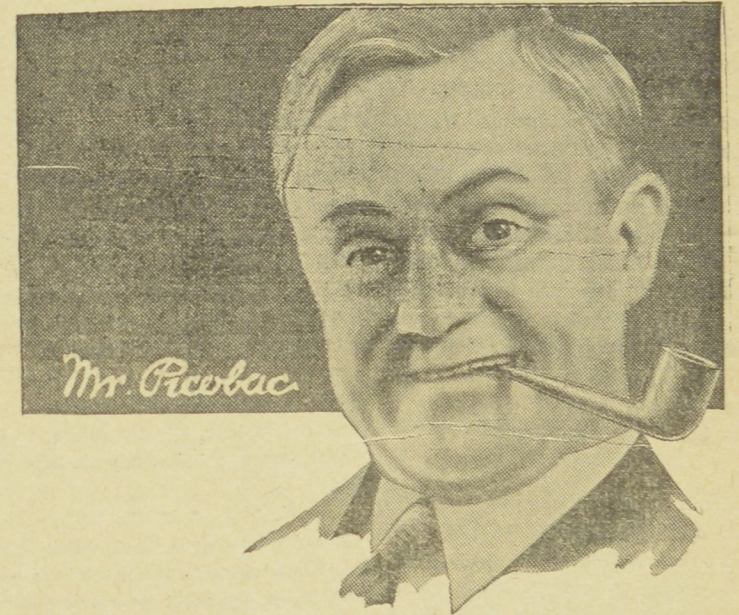
Mark Koenig, Cub infielder, will go to Philadelphia in the Klein deal which will involve a payment of \$65,000 in cash and two more Cub players yet to be named, the paper says.

Hazen (Kiki) Cuyler, Cub outfielder and Pat Malone, pitcher, will be exchanged for Hafey in the Cincinnati deal, according to the Herald and Examiner, which adds:

"Angie Galan, San Francisco Seals' infielder, will be purchased by the Cubs for second base, and Roy Joiner, a right-handed pitcher with Oakland, Calif., last season, will take over the pitching berth vacated by Malone.

Rochefaucauld wrote wisecracks for his period, but didn't make the money out of them that modern wisecrackers made.

charge and fuse as in the case of the new British ammunition, the typical great 30-ton plates, 12½ by 10 feet and 14 inches thick, will give way to the heaviest forms of armor plate—and then bigger guns and shells will be designed.



MR. PICOBAC Visions Vancouver Harbour

If Mr. Picobac was impressed by visions inspired by the Rocky Mountains, he was more than impressed by his vision of Vancouver's future as Canada's gateway to the majestic Pacific.

Convinced that smoking conditions in Vancouver were looking up, the Burley Ambassador from Essex County went down to the waterfront to see the shipping of all the world gathered there to serve Canada's trade. As the Canadian Pacific's Great White Steamship "The Empress of Japan" was steaming down the harbour on her way to the Orient, he waved his hand in salute.

"Did you miss the boat?" asked a sympathetic bystander, noticing the direction of Mr. Picobac's gaze.

"No, sir," retorted Mr. Picobac. "My route is Eastward now . . . overland. I came West to Vancouver to investigate smoking conditions here. And now I'm going home."

"How did you find things?" asked the bystander.

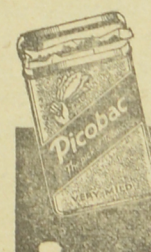
"All Picobac," replied the philosopher of Essex County. "I find that Picobac is all Canada's idea of a mild . . . cool . . . sweet smoke,—from Coast to Coast."

Mr. Picobac's investigations into Canadian smoking conditions end at Vancouver. He will go home now to prepare his report. Watch for it. Get a tin of Picobac while you are waiting. For sale everywhere. Try it . . . today.

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