

Book Review

By Arden A. Pangborn. SACRED SYMBOLS OF ART, by Elizabeth E. Goldsmith, New York, Putnam.

No matter how true may be the old saying that familiarity breeds contempt, in art it is not applicable. Only by familiarity can a true appreciation of great artistic works be acquired. It was with the idea of giving the traveler or the student a concise means of familiarizing himself with the symbols and emblems to be found in Christian painting that "Sacred Symbols in Art" was first compiled.

In the fulfillment of this aim it reaches a high degree of success. For it brings together in the brief span of some 200 pages a great mass of material, the discovery of some of which would require many hours of research in the average library.

The subjects are treated generally. There are the symbols and legends in order of the Godhead, the Archangels, the Madonna, John the Baptist, the Four Evangelists, the Apostles, the Four Latin Fathers and certain of the lesser saints. Even the use of color in symbolism is explained.

The book will prove an aid and proved through successive editions since first publication—an invaluable guide to one visiting the art museums of Europe.

THE 13TH LOVER, by Maurice Dekobra (translated by Paul Wainwright), New York, Payson & Clarke, Ltd.

If you like books of bedtime stories after a hard day's work, don't read "The 13th Lover," by Maurice Dekobra. It isn't that kind of a book.

When we read "The Madonna of the Sleeping Child" last year we could not put the volume down until it was finished. Now another novel by the same author has come to hand, which is as thrillingly intense and as cosmopolitan in its style as the last. It is even more romantic, for in this story the fascinating Lady Diana really falls in love at last. Her thirteenth love is an Italian, vowed to vengeance, which takes him—and her—from Venice to Egypt and adventure.

Lady Diana is smart, sophisticated, and beautiful, but her softer moods are rare. Her adventures are for the clever, those who like gayety and spies, and for them this is a superlative fare.

FAMOUS TRIALS OF HISTORY, Honorable the Earl of Birkenhead, Garden City, Garden City Publishing Co.

More evidence of truth in the time hallowed saying that "truth is stranger than fiction" is offered in "Famous Trials of History," by the Earl of Birkenhead. The book deals with the trials in a popular fashion, making them of even greater interest to the layman than to the lawyer or student. The cases reviewed are principally those which came before the justices of the Old Bailey court of London.

The Old Bailey court room was the scene of many a tragic ending to promising careers. Many a man was sent to the gallows for crimes which could be laughed out of court in this enlightened generation. The element of the unusual and of mystery is stressed in all the cases, which include an account of the trial of Mary Queen of Scots and of Captain Kidd.

The Old Bailey court was recently torn down and many of the dusty and old records were brought to light, coming a basis for the book. The author is well qualified to interpret his findings, since he is one of the famous lawyers of England, the high steward of Oxford university and fellow of Wadham and Merton colleges.

THE PLAYS OF WM. HODGIE, edited by William Hodge (two volumes), New York, Samuel French.

The plays of William Hodge are primarily intended to be acted and not to be read, so some of the portions of the plays do not get their just emphasis when seen between the covers of a book instead of upon the stage. The most recent of the plays is "The Judge's Husband," which first gained prominence in 1925; the oldest is "The Guest of Honor," which a few people will remember having stirred considerable comment some 20 years ago.

Six productions are contained in the two volumes which comprise the set, including besides those mentioned, "Beware of Dogs," "The Road to Happiness," "For All of Us," and "Fixing Sister." Publication of the plays in a form more permanent than the actor's manual is a worthwhile endeavor, considering the place among popular contemporary drama which Hodge holds.

THE CRIME OF THE CRYPT by C. G. Wells, Philadelphia, Lippincott.

A tenness of mystery is aroused within the first paragraph of the first page of "The Crime in the Crypt." "Well, you must admit it was a surprising sight to say the least," the first paragraph says. "A dead man of today, in an old, crumbling sarcophagus, in an old, crumbling crypt in the old, medieval cathedral at Welburg."

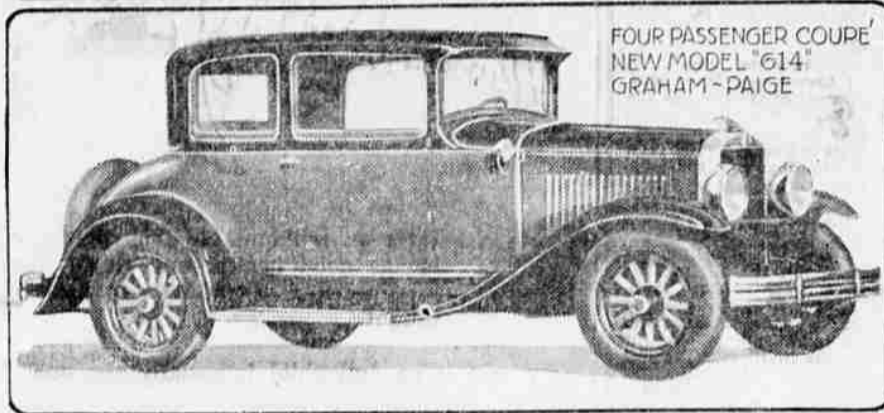
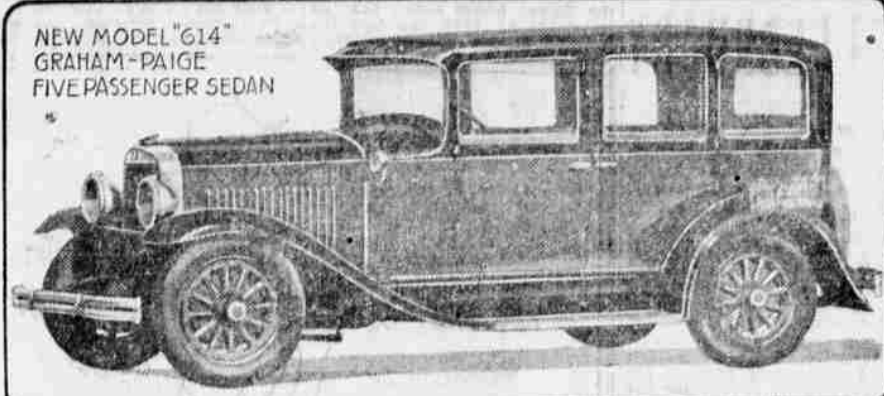
From then on the interest is maintained in a somewhat even tenor until the climax when excitement reaches a high pitch. Three murders in which the body is laid with nicety in a long coffin-shaped receptacle present the problem which the hero is called upon to solve. Strange clues weave a net round the murderer until he is finally forced, through the cleverness of Fleming Stone, the great detective, and Mottram Oakley, the teller of the story, to confess his misdeeds. Blustering police, of course, fail to appreciate the value of the clues.

The confession of the criminal at the end prevents one of those most humorous of American exhibitions, the court trial.

THE RACKET, by Bartlett Cormack, New York, Samuel French.

"The Racket" is a thoroughly interesting story of a man who

First Graham-Paige '614' Models Are Produced



NEW 114-INCH WHEELBASE CARS HAVE FOUR-SPED TRANSMISSION. The '614' models, here shown, are the fourth series of six-cylinder cars to be presented by Graham-Paige; the eight will be produced in the near future. These models are of 114-inch wheelbase, and have an engine of 3.18 inch bore by 4 1/2 inch stroke, developing 71 horsepower. They are equipped with the improved type four-speed internal-gear transmission, a feature of the larger sixes and eights, and are the lowest priced cars ever built with this modern gearset.

find out, an exact and authentic interpretation of the newspaper man and the policeman on the police beat of a large city. Of special interest to the reader who is uninitiated into the manipulation of a city newspaper and the people who work for it is the dialogue involved.

The reporters are real reporters and the policeman real policeman as they move thru the play. The play itself is a grim melodrama dealing with utter corruption, the wicked lawlessness in political circles which infect a large city. It is satirical, it is satirical and it is brutal in its disclosures, yet there is relief in the genuineness and the caustic wit of the police reporter.

Character plays a great part in the presentation of any play and these are etched in with sharp lines.

FOREST HIGHWAY APPORTIONMENT FOR 1928 IS \$7,500,000

WASHINGTON, Mar. 24.—A total of 21 states and two territories will receive an aggregate of \$7,500,000 for the construction of forest highways within the national forests of the country, according to an appropriation of federal forest road funds just announced by the department of agriculture. Three states, viz., Idaho, California and Oregon, will receive more than \$1,000,000 under the appropriation, because of their extensive national forests.

"The improvement of the forest roads will add much to the enjoyment of the motoring public," J. Borlen Weeks, president of the American Forestry association, declared in commenting on the distribution of the funds which become available for highway construction July 1. "The forests of America are in reality the playgrounds for tens of thousands of motorists who annually buy the thousands of dollars' worth of improvement in the roadways of \$2,500,000 annually on the forest highways is heartily endorsed by the touring public."

Under the appropriation of the federal funds, \$4,500,000 is to be expended in the construction and improvement of automobile highways in and adjacent to the national forests and \$3,000,000 is to be used for the construction and maintenance of roads required mainly for the development and protection of the forests.

The amounts received by the three leading states are, Idaho \$1,131,900; California, \$1,119,122; Oregon, \$1,074,889.

New Inventions

Besides affording space for thirty to forty buttons, a garment rack has been marketed which is made of metal and has a mesh fabric to protect the fabric. A compartment in one of the racks keeps the balls from getting lost and the fabric escape through openings.

Fashioned like the knitting unit employed in weaving stockings, a special needle for knitting runs easily used and effectively repairs the damaged area. No additional thread is necessary as the strands of the stocking supply sufficient material for the mending.

Operated by current from a house-lighting socket, an electric spraying outfit is convenient for spraying paint on lacquers or for disinfecting interiors. It is easy to clean and operate, and can be used satisfactorily by an amateur.

Boys can reproduce the beats of an experienced drummer, it is said, on a drum which is played by a pulsed mechanism. With little practice most beats can be given accurately. — Popular Mechanics

THE NEW OAKLAND BUILDINGS COMPLETED

Less than four months after the commencement of the latest expansion project of the Oakland Motor Car company, the new \$2,000,000 car assembly and shipping buildings for the Oakland All-American six were complete and pronounced and the new equipment and machinery installed.

The new structures provide the company with 580,751 square feet of additional floor space besides five more railroad shipping spurs, four of them entirely within the walls of the shipping building. The company now has ten tracks in its private "railroad yard."

Nearly all of the machinery to be used in the Oakland assembly is entirely new. President A. H. Glancy expects that production in the new plant will start April 2. The old assembly building will be used for material storage.

Two assembly lines will be installed and space has been provided for a third assembly line such as was added recently in the Pontiac six assembly plant which parallels that of the Oakland six. Minimum production capacity of each line in the new Oakland plant is 40 cars per hour.

The Oakland assembly building is of two story monitor type construction, 540 by 640 feet. Besides the assembly lines it contains an entire new enameling unit for the treatment of Oakland fenders and sheet metal. Exactly as in the Pontiac six plant, the converging lines of Oakland assembly parts and materials will be so synchronized that the component parts of the car will be delivered at exactly the proper moment as the automobile progresses down the assembly line.

The adjoining car shipping building is one story long, 108 feet wide and 70 feet long.

The recent plant expansion gives the Oakland All-American six factories a total floor space of 2,814,800 square feet, while the floor area of the Pontiac six factories is 1,446,990 square feet. The combined floor area of the two plants is 3,451,600 square feet or nearly 80 acres.

This Changing World Fifteen years ago a horse shied at an automobile. Now, the horse shies at another horse.

Forty years ago the mark of a person's success was the size of house he owned. Now, it is the size of automobile he rides in.

Once the key to successful farming was to make two blades of grass grow where one grew before. Now, it is to sell the two blades of grass where only one was sold before.—Geo. F. Johnson.

Club 80 Years Old BOSTON, Mass.—(AP) The Ladies Physiological Institute, the oldest woman's club in Massachusetts and the second oldest woman's club in the country, will soon celebrate its eightieth birthday anniversary. The members recently received gold medals to commemorate the fiftieth anniversary of their membership.

Did You Ever Stop to Think— that a hospital room with the best of foods and the personal attention of nurses costs no more than a first class hotel.

When you have a cold you should avail yourself of the services offered by a hospital. Severe colds are often fore-runners of dangerous sicknesses. It does not pay to take a chance.

At a hospital you receive the attention of capable nurses, have a light, airy room and the best of foods.

GRADUATE NURSES employed

Community Hospital

Even When You Are Just Indisposed It Is Wise to Go to a HOSPITAL

If You Need a Tonic, Get the Best!

Mrs. Harriett R. Hopp

"It is quite a long time now since I first used Dr. Pierce's Golden Medical Discovery" said Mrs. Harriett R. Hopp of 1736 Butler Ave., Bayview, Calif., and so far as I have been able to learn there has never been a tonic introduced or discovered to be as good as it. When I could be run down and in need of a general tonic the Golden Medical Discovery always did more for me than I could reasonably expect. Had I not been acquainted with its merits, it is a pleasure to me to fully subscribe to all Dr. Pierce's claims for any and all of his remedies."

All Dealers, Tablets or Liquid. Send 10c to Dr. Pierce's Invalids' Hotel in Buffalo, N. Y., for trial pkg. of tablets. Write for free advice.

Insurance benefits, however, do not cover accidents while a passenger in the war-time plane of a gypsy flyer. It is in such pleasure hopping machines that the majority of the 163 accidents listed in the first ten months of 1927 occurred. And of these 163, it is significant that 146 were planes which had not been licensed by the government as safe ships for interstate flying, while 17 of the pilots were likewise unlicensed.

The pilots who are licensed for the regular commercial routes are the pick of the country. A pilot is never ordered out. His own judgment is the last resort, and if he believes the weather unsuited for flying, the mail must be forwarded by train. That doesn't mean that the flyers do not take risks, for they do when mail only is involved. If the weather is bad, the mail may be thrown, but any prospective passengers are left on the ground.

The pay of a pilot varies according to the work he does. Night flyers get more than daytime aviators. One always operator, figuring on the expense of operating the average commercial plane, costing \$12,000 to \$14,000 and engine of such a weight "whirlwind" motor, such as Lindbergh uses, fixes the bill at 25.25 cents per mile. Of that 7.5 cents is the pilot's pay and 4.5 cent the state insurance carried on his life.

Private or commercial planes can be bought in about any price class desired. One of the air-trade classes lists forty-four manufacturers who are in production with seventy-two different types of ships, listing from \$950 to \$40,000, according to size.

During the first month of 1928, according to Major Clarence M. Young, director of aeronautics of the department of commerce, produced 1225 planes, with 1230 piloted-owners on the books. It took nearly a quarter of a century after the Wright brothers' success at Kitty Hawk for the Dept. of States to find its wings, but once found they are being used to good effect.

That both of light across the sky which guards the mail through the hours of darkness is one of the marvels of the age. At twelve landing fields alone six billion cans dispensed is used in the business that aid the ships to land. In each case, every twenty-five miles, a searchlight beam sweeps a path of light across the sky from dusk to dawn to point out the way and at intervals of three miles or so, smaller flashing lights serve to mark the actual business.

The regular and emergency landing fields, the beacon lights for night flying, and the landing pilots and airplanes have all been perfected that no provision is regularly established along the route. The insurance companies have recognized this fact by amending their policies to pay the same benefits for aerial accidents, as they do for death in such ways as falling downstairs in your own home, slipping on a banana

mobile.

Every day and every night commercial airplanes, operating on regular routes, carrying mail, and in some cases express and passengers, too, are flying far enough over the United States to equal a trip around the world.

On Jan. 25, 1928, the post office department had 3711 miles of contract air-mail routes in operation and another 2,282 miles to be started as quickly as planes could be delivered and landing fields prepared. That is a total of 12,013 miles, and the tip of a single plane each way every day would total more than 24,000 miles of flying. But some of the routes are covered twice daily, and the New York-Chicago airway, a distance of 712 miles, is flown both day and night.

Other countries in some cases have longer air routes—France operating one of 1000 miles from Paris to Benegal—but the United States leads the world in both total mileage and volume of mail carried. A single one of the thirty-four contract mail routes last year carried more mail than all the air lines of Germany combined.

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In scheduled flying on such airways, 1497 passengers were carried in 1928, but more than 2500 of them took short hops. The first half of 1927 saw only 1331 passengers carried on regularly established air lines, and 1087 made the short trip. The business side of commercial flying during that half year showed 218 making the two-and-a-half-hour hop between Los Angeles and Seattle, 231 between New York and Boston, and 147 over the Los Angeles-Salt-Lake City trip.

That was in the first half of the year. On July 1, the post office sent out of the air-mail carrying business between Chicago and San Francisco. On September 1, the Chicago-New York route passed into private hands, also with accommodations for passengers.

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