

# Beauty More Than Chin Deep

By ELEANOR NANGLE

**H**AIR DRAWN upward in front, which seems to be the universal fashion for the sophisticated woman if not for the sub-deb, reveals chin lines rather unmercifully. And the low-cut gowns now being taken out of their wrappings in preparation for the social season will reveal necks and backs with equal lack of mercy. For most women some intensive beauty care for these three areas won't be waste motion.

The chin line that shows signs of slipping needs patting or massage. The professional treatment is a good investment, but if the budget won't permit it, intelligent home care will do wonders.

Too many of us think only of the face. When we cream it we forget to cream the neck and to give the chin its much-needed share of patting or massage. Use cleansing cream on your neck, and above all use lubricating cream. The neck skin needs oiling just as much as that of the face. Massage the cream in generously, and when you get up to the jaw line pat it briskly,

working from ear to ear just beneath the jawbone. After cream use cold, cold water or skin freshener. And to hold that good chin line remember that good posture is golden! Sit erect, walk erectly, and if you read or sew a great deal don't let your head hang forward.

What most backs need is actually a good scrubbing. The skin of the back gets dingy and coarse because it isn't properly stimulated. Cream your back (get assistance here if you can), and, after allowing the cream to "soak" for a bit, remove it and scrub well with a stiff bath brush. Then rinse with warm followed by cold water. A spray is a good idea. This softening and stimulating will remove the scaly skin that looks so stained and "goose-fleshy."

And don't forget makeup for the chin, the neck, and the back. Powder your chin and neck when you powder your face, using a lighter shade of both powder and foundation. And for evening use a finishing cream or powder on your back to give the skin a luminous, fine-grained effect.



The low-cut gown holds no terror for the woman with beautiful neck and shoulders like Lee Miranda's.

(Continued from page eight.) wealthy young sportsman, Alfred Gwynne Vanderbilt, was last seen heroically trying to get the children into the boats. Charles Frohman, the theatrical manager, perished; so did Charles Klein, the author of "The Music Master," and Justus Miles Forman, a young writer whose war play, "The Hyphen," had recently appeared on Broadway.

### III.

For this appalling loss of life it does not seem possible, in spite of the official whitewashing, to relieve either the admiralty or the ship's officers of all blame. With the sanction of the British government, the Cunard line was selling people passages thru a declared war zone, under due notice that its ships were subject to being sunk on sight by a power which had demonstrated its ability and determination to do so. Yet the admiralty's warnings seem curiously sketchy. This great vessel was placed in the hands of a master who did not even know that zigzagging was necessary before a submarine had been sighted.

Captain Turner took almost no real precautions either to avoid attack or to deal with emergency should it come. Boat drills on the way over, for example, were confined to five-minute exercises with the two boats kept ready for such minor accidents as a man overboard. The impression left by the whole episode is that nobody really conceived the possibility of an attack upon the Lusitania.

"The real reason for the tremendous death toll was the fearful suddenness with which she sank—and there some sense of mystery still lingers. Assuming that the torpedo hit against a bulkhead, it could hardly have opened more than two main compartments, and the ship was designed to float with two compartments filled. The Germans and German sympathizers seized at once upon that second explosion, which "may possibly have been internal," and claimed that the ship must actually have been destroyed thru the detonation of munitions in her cargo. But the rifle cartridges known to have been aboard could not have been touched off all at once, and there is not the slightest ground for supposing that she carried undeclared and illegal explosives. Schwieger himself (and it gives one greater confidence in the authenticity of his published log) thought of the boilers or an explosion of the coal dust in the bunkers before he thought of munitions.

Yet a bunker explosion seems the most likely explanation, and in whatever degree omissions or mistakes may have contributed to the catastrophe, they could not alter the fact that the pri-

## Road to War

mary reason why the Lusitania went down was that a German submarine fired a torpedo point-blank into her side. Her passengers had been murdered—much as they would have been, for example, had the Chemin de Fer de l'Est taken a trainload of them within sight and range of the German artillery.

The first news [of the disaster] was at the American embassy in London at 4 o'clock that afternoon; it said nothing, however, about the loss of life, and the staff was busy with the preparations for a dinner that evening to Colonel and Mrs. House. "At about 7 o'clock the ambassador came home; his manner showed that

something extraordinary had taken place." It was too late then to postpone the dinner, and the bulletins began to arrive with the guests. All thru the evening Mr. Page read them out to his company as they were received. The affair was "one of the most tragic in the social history of London." The gowns, the jewelry, the white ties and shirt fronts gleamed elegantly thru an atmosphere "of dumb stupefaction; if any one spoke it was in a whisper," and behind all the whispers there ran one word—war. All those handsome ladies and gentlemen were convinced that the United States would declare war immediately.

NEXT SUNDAY—The war spirit in America.



(Posed by Irene Dunne.)

(Tribune Studio photo.)

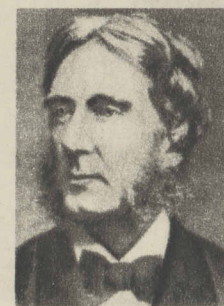
At left: Hair swept upward reveals the chin line in all its glory, or lack of it. Intensive care keeps it firm and youthful.

Don't forget the back view! Keep the skin smooth, soft, and white, and always use a back makeup to give it a fine-grained finish.

## Gems of American Eloquence

American eloquence has played an important part in the history of our country. From a long list of famous speeches The Tribune is selecting gems of American eloquence which are being presented in this, the Graphic Section, every Sunday. The content of these speeches is important both historically and politically. Men and boys learning to speak in public will find in them helpful lessons. Speakers and writers can learn a great deal from studying their style. This is the twentieth of the series.

AMONG America's great men of letters of all time was George William Curtis. He was born in Providence, R. I., Feb. 24, 1824, and died in New Brighton, N. Y., Aug. 31, 1892. On the occasion of the unveiling of a statue to the celebrated Scottish poet, Robert Burns, in Central park, New York, Oct. 2, 1880, Curtis delivered the dedicatory address. He said in part:



CURTIS

"Until we know why the rose is sweet, or the dewdrop pure, or the rainbow beautiful, we cannot know why the poet is the best benefactor of humanity. Whether because he reveals us to ourselves or because he touches the soul with the fervor of divine aspiration, whether because in a world of sordid and restless anxiety he fills us with serene joy, or puts into rhythmic and permanent form the best thoughts and hopes of man—who shall say? How the faith of Christendom has been stayed for centuries upon the mighty words of the old Hebrew bards and prophets, and how the vast and inexpressible mystery of divine love and power and purpose has been best breathed in parable and poem!

"The poet's genius is an unconscious but sweet and elevating influence in our national life. It is not a power dramatic, obvious, imposing, immediate, like that of the statesman, the warrior, and the inventor, but it is as deep and strong and abiding. The soldier fights for his native land, but the poet touches that land with a charm that makes it worth fighting for and fires the warrior's heart with the fierce energy that makes his blow invincible. The statesman enlarges and orders liberty in the states, but the poet fosters the love of liberty in the heart of the citizen. The inventor multiplies the

facilities of life, but the poet makes life better worth living. "Robert Burns transfigured the country of his birth and love. Every bird and flower, every hill and dale and river whispers and repeats his name. When he died there was not a Scotchman who was not proud of being a Scotchman. But he, as all great poets, as they turn to music the emotions common to humanity, passed from the exclusive love of his own country into the reverence of the world."

This speech is in an old and very honorable tradition. It is a remnant of the day when a great speaker was also a student and patron of literature. When Aulus Licinius Archias, a teacher of literature and speaking, was tried for falsely assuming the rights of a Roman citizen he was defended by a former student of his—a man named Cicero. On this occasion Cicero offered good advice to students of speaking: "You ask us, Gracius, why we love this man Archias. Because when our minds are jaded with forensic howling he refreshes them, and when our ears are weary with the clamor of the courts he gives us rest. Do you imagine that we could speak daily on a thousand and one subjects if we did not enrich our minds with the study of literature? That we could constantly force ourselves to engage in law court battles if we did not occasionally relax in this way?" In just this same manner Curtis eulogizes poets in general and Burns in particular. In semi-poetic language and almost metric sentences he points out the poet's great place in the world. —Comment by Martin Maloney of the Northwestern university school of speech.

## Automatic Fireman for Planes

By WAYNE THOMIS

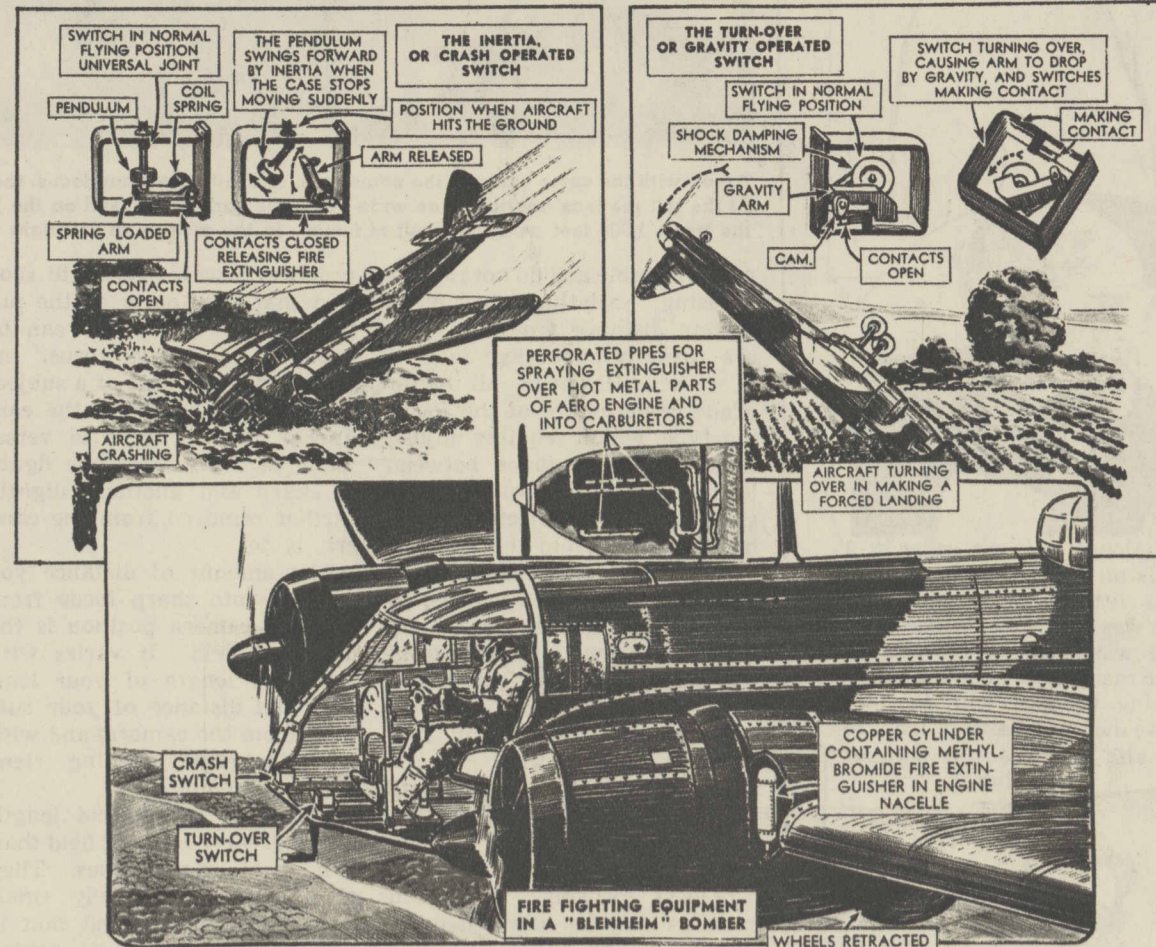
**F**IRE IS AN ever-present danger in all airplanes, particularly in military flying. Now come the English with an automatic fire fighter—a device designed to prevent fires under any or all conditions. It has been tested and is said to function perfectly even tho a pilot may be stunned or instantly killed in an accident.

All British fighting planes are being equipped with the device, which is said to work (a) in a crash, (b) in a nose-over while landing or taking off, (c) if fire breaks out in the air or when the plane is at rest on the ground, and (d) when the pilot presses a button on the instrument board. This device is called the Gravinier safety switch.

Operation in any of these instances commences with the breaking of the ignition and lighting circuits and any other electric circuits on a plane. Then a flood of methyl bromide gas is released on all the hot engine parts and into the carburetor so that it is drawn into the engine cylinders. This gas has the effect of cooling the hot motor and of smothering fire by blocking air from it.

It is well understood that fire follows an airplane crash only if electric lines are broken and sparks from short-circuited wires ignite gasoline vapor, or if gasoline vapor is ignited by white-hot exhaust manifolds. The temperature required for ignition of the vapor is very high—almost that of direct flame itself.

The new device was invented by Capt. H. M. Salmond, who became interested in the problem after a relative had been killed in a motor car fire following an accident. The system was first applied to automobiles, but sub-



Drawings illustrating installation and operation of Gravinier safety switch.

sequently was adapted for aircraft. It consists of a copper bottle (or bottles in case of several engines, the ideal being one bottle to each engine) containing six pounds of pure methyl bromide at sixty pounds per square inch pressure. There are several switches that open these bottles. Each is an ingenious unit. One switch is called the gravity switch, another the crash switch, and a third the heat switch. All but the manual switch are automatic.

The gravity switch, which comes into action in case of a

nose-over, is a pendulum that falls as the machine turns over. This is held out of action in the air because its circuit is controlled by the retractile undercarriage. If the wheels are retracted the switch does not operate—thus allowing inverted flight.

The crash switch also is a delicately balanced pendulum. It is held in position by a spring until subjected to violent deceleration. The English aircraft will be fitted with crash switches that operate when subjected to decelerations of six times gravity, or six G. This is considered the

minimum force to cause serious damage to a plane.

The flame switch is merely an adaptation of the type of release applied to automatic sprinkler systems. It closes its circuit and releases the methyl bromide gas at temperatures of 140 to 150 degrees Centigrade.

The cost of installation is said to be about \$150 for each airplane and the weight less than fifty pounds.

In America a number of different systems offer somewhat similar fire fighting devices, but none is automatic.