

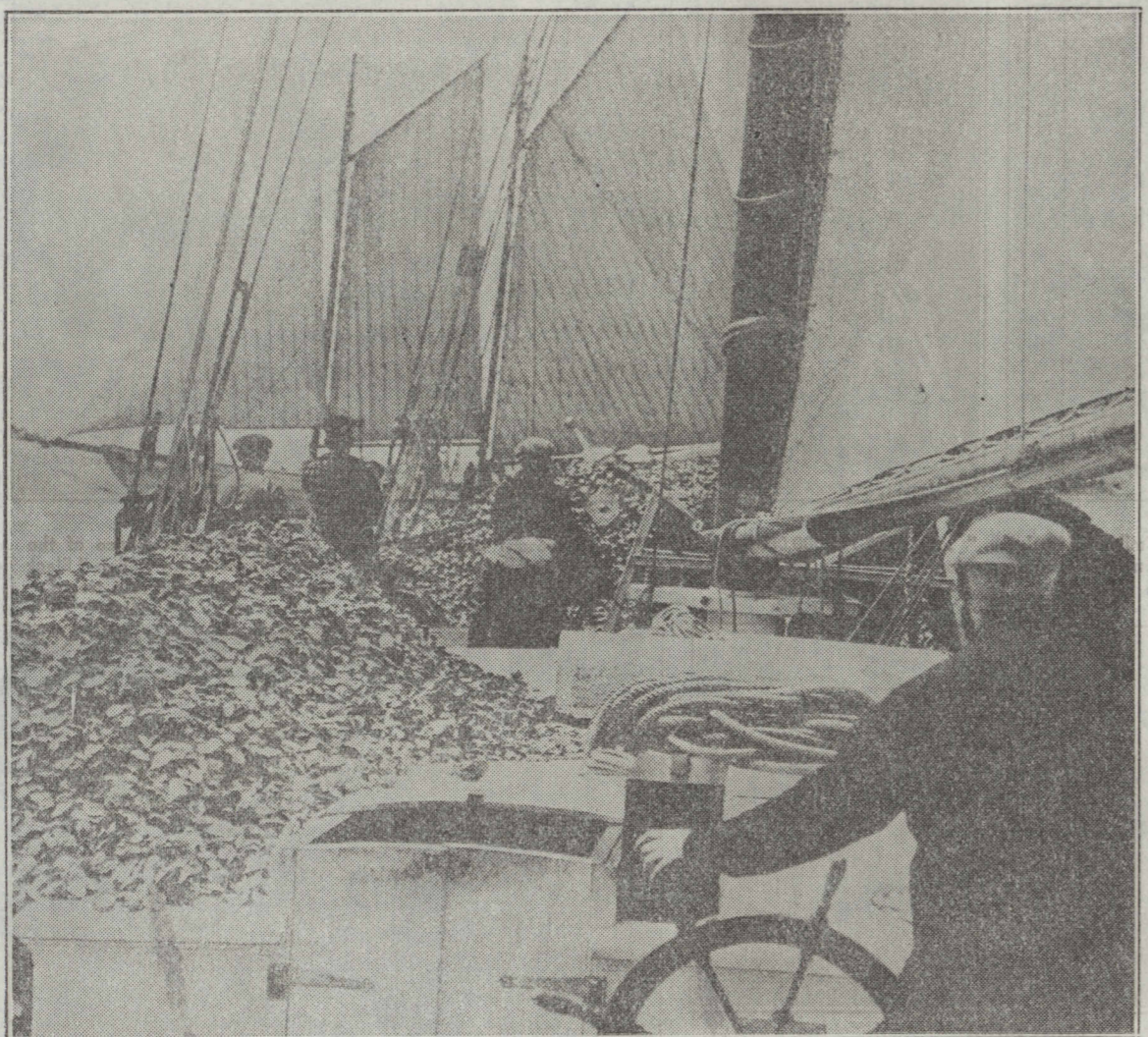
## The English Motor Ensemble De Luxe



IT IS natural to suppose that in the United States, the most automobile-minded country on earth, big promotion men would have explored every possible avenue of motor publicity. The annual automobile show which hitherto has been held in New York, Chicago, and other cities (and which, incidentally, is to be discontinued in its present form) is, of course, the best example of such promotions in the American industry. England and France, nevertheless, witness

a novel automobile event, held annually, which has no parallel in this country. It is the *concours d'élégance*. The two feminine drivers portrayed here, Mrs. Nancy Olive and her daughter, Madge, were competing for the prize for the "best dressed" driver and car in this year's exhibition at Eastbourne, England. Their closed model car is painted yellow and black, and their costumes of yellow and white echoed the color scheme of the automobile.

## Saving Young Oysters' Nerves



WHAT kind of a noise annoys an oyster? These Delaware bay oyster fishermen, who sail their quaint schooners daily to the oyster beds, are experts on the subject. The law forbids engines in the oyster areas because propellers have proved a disturbing influence in the lives of baby oysters. During their first three weeks the impressionable young bivalves lead a gay and care-free existence swimming about the ocean. It is only at the more hard-boiled age of over a month that they settle to a sedentary life.

### A Letter from W. F. Z.

Answer to "The Life and Works of Charlie the Steward"

Editor, Graphic Section,  
Chicago Sunday Tribune.

Dear Sir:

There appeared last Sunday in the interesting magazine section of The Tribune an article written by a Guy Murchie Jr. which, for a paper such as The Tribune, is a disgrace to have been given such prominence.

The steward, Charlie Stephanos, apparently another of the famous Greek restaurant clique, shoots off his mouth, which, if I was still a cook, would give me enough power to lick him and the writer. It is a disgrace for a house like the Drake hotel to allow a man to disgrace the kitchen staff, which under the direction of Mr. Theo. Rooms has been handled in a very efficient and satisfactory manner, and not for the sake of "satisfying his appetite for beer." The way this man Stephanos has told his experiences and knowledge of the kitchen business shows too clear for any real cook that hotels should be very careful in selecting their help and not engage men that are so ignorant as to make

statements against cooks that have spent years in learning their trade and know it and have not worked as dishwashers, etc., as this steward has. It is time for the cooks to demand an apology from this steward and demand a correction of his statements, because there never was such a thing as "art" known in the cooking world of Greece.

The art of cooking has been reserved mostly to French, Swiss, and German cooks, but there never was a Greek that knew how to put out good and wholesome food, and although most restaurants in this city are owned by Greeks, there is not one place that can compete with any hotel where other European countries' learned cooks are cooking and handling the food respectively, serving it also.

It is up to the cooks to protect their reputation and not have it slandered by an inexperienced ignoramus like this steward in the Drake hotel has done. The same goes for the writer of the article, who must be very, very ignorant to write what he did.

W. F. Z.

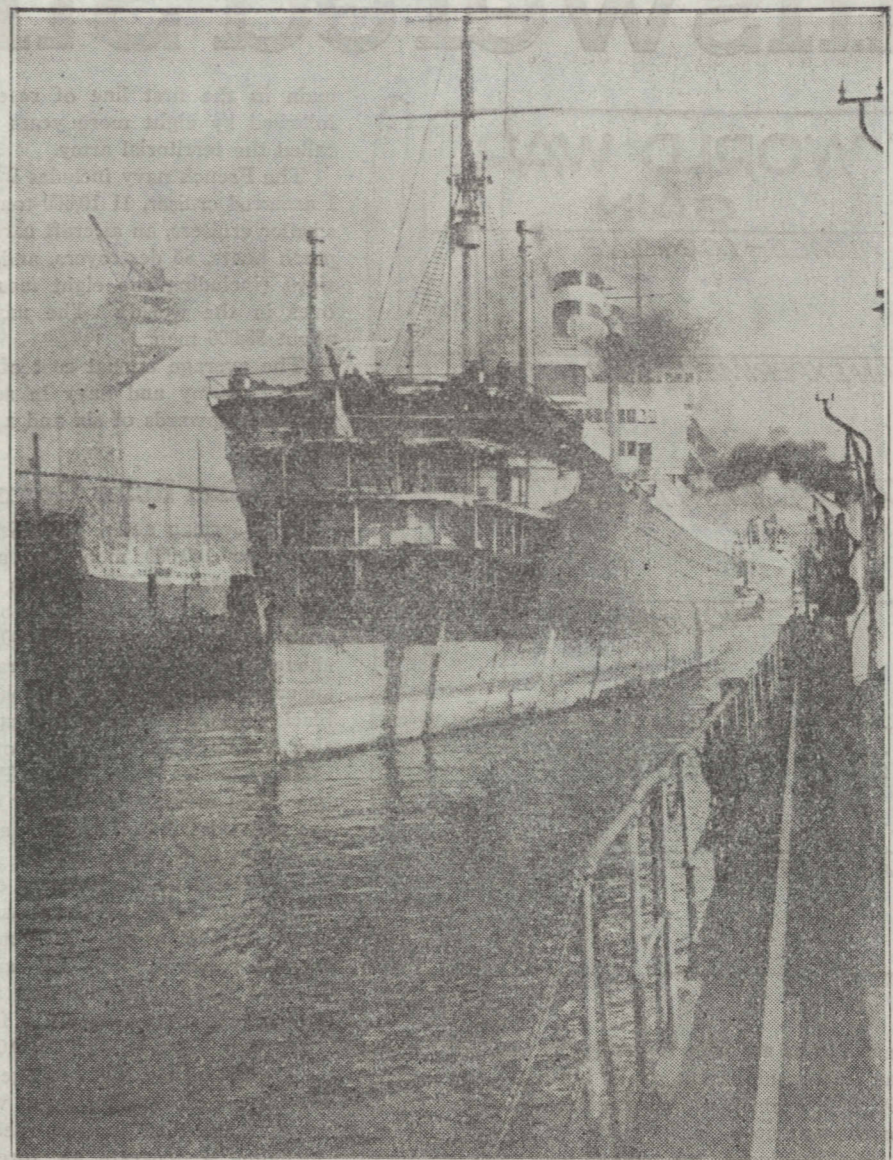
## Four German Liners 'Slim' for Speed

By Sigrid Schultz Berlin.

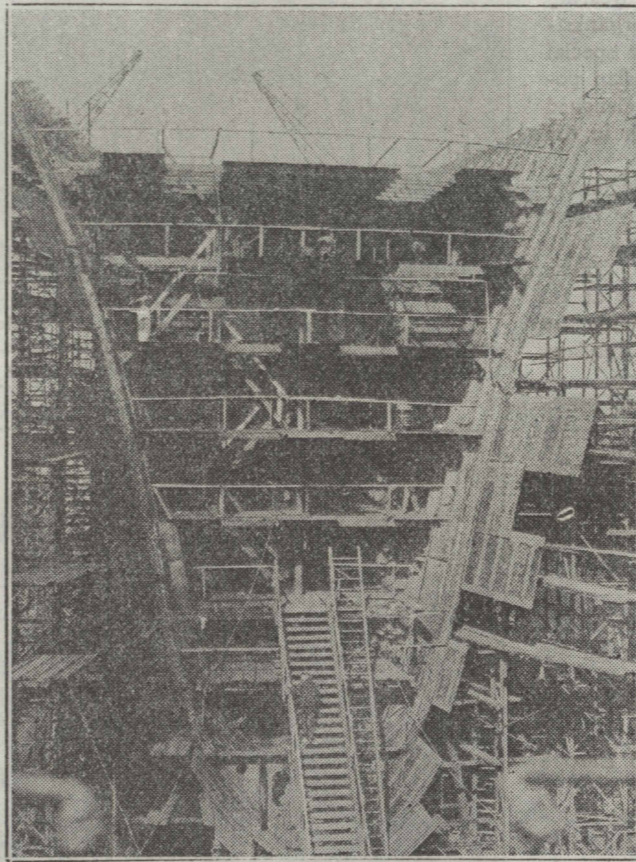
"SLIMMING for speed" is the latest slogan of German shipping. As it is not possible to reduce the girth of a vessel, the aim is reached by the alternative of increasing its length—which thus proportionally reduces the width. Four 21,000-ton liners of the Hamburg America line have been undergoing this treatment—which might be described as a form of facial renovation, since it involves readjustment of the "nose." The ships concerned are the New York, the Hamburg, the Deutschland, and the Albert Ballin.

The treatment consists of cutting off the front part of the liner and replacing it with a new and longer bow. The total length of the vessel thus is increased by around forty feet, giving it 2,000 tons more dead weight cargo carrying capacity.

Four years ago the engine horsepower of these liners was increased from 15,000 to 28,000 in order to advance the speed from 16 to 19.25 knots. The latter speed will be maintained,



One of four German liners entering dry dock to be lengthened. Part of the bow already has been cut away.



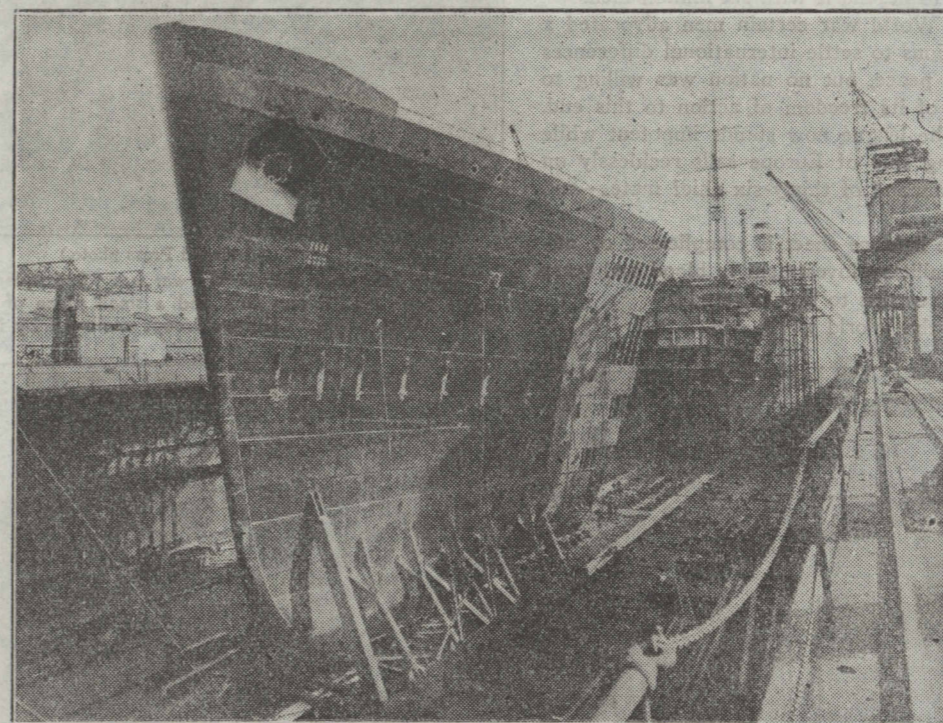
The bow has been cut away completely, and a new section forward is being added.

but, thanks to the new shape, only 20,000 horsepower will be required. The fuel saving thus attained will pay for the cost of the transformation in three years.

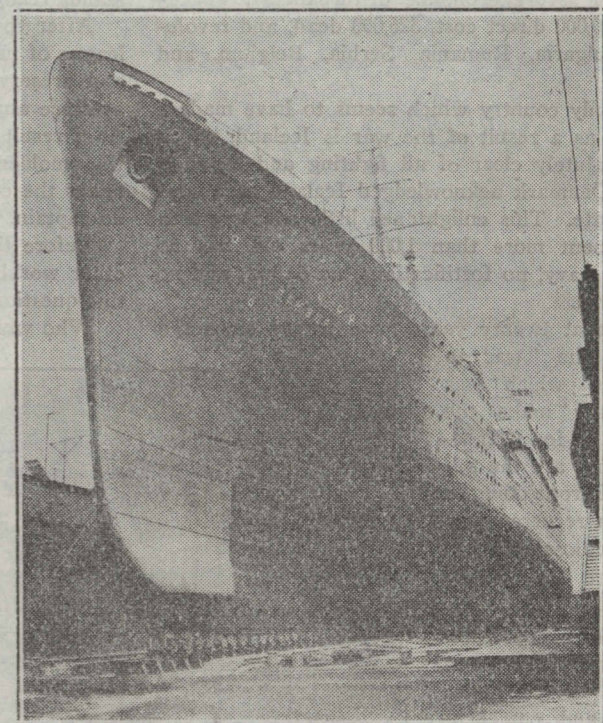
Some 500 tons of steel has had to be cut away, mostly to be broken up, though naturally all that can be saved is carefully removed. The weight of the new bow is 600 tons. In addition there is a new section weighing 200 tons, and some thirty feet long, which is fitted in between the new bow and the old part of the ship, all being welded together.

The lengthening of the four liners has resulted in considerable improvement of the passenger accommodation. In the first class there will be no more inside cabins, those left in existence being allotted to the cabins as additional room. There also is a larger number of first class cabins with private baths.

The third class cabins have benefited to an even greater extent. Not only are they larger and better fitted, but each also has the added convenience of hot and cold water.



Slowly and cautiously the new bow of the liner is drawn into the dry dock and accurately placed in proper position. (Hapag photos.)



New bow and new section are in place; the lengthening process is complete.

## Demonstrating Arts of the Navajos at the World's Fair



An expert silversmith of the Navajo tribe who makes jewelry before your eyes. He is to be seen hammering away any day in the Hall of States at A Century of Progress.

THE artistic talent of the Navajo, which finds its expression in rugs of beautiful design and cleverly executed jewelry, is a source of never-failing amazement to the white man. Two artist representatives of the tribe, here shown at work, are displaying

their craftsmanship at the New Mexico exhibit in the Hall of States at A Century of Progress. Note the simple equipment of the silversmith—the section of rail used as an anvil, the hand bellows, and the primitive forge.



A Navajo woman weaving a colorful rug or blanket. This most famous of Navajo arts may have come to these people from the Inca civilization of Peru.