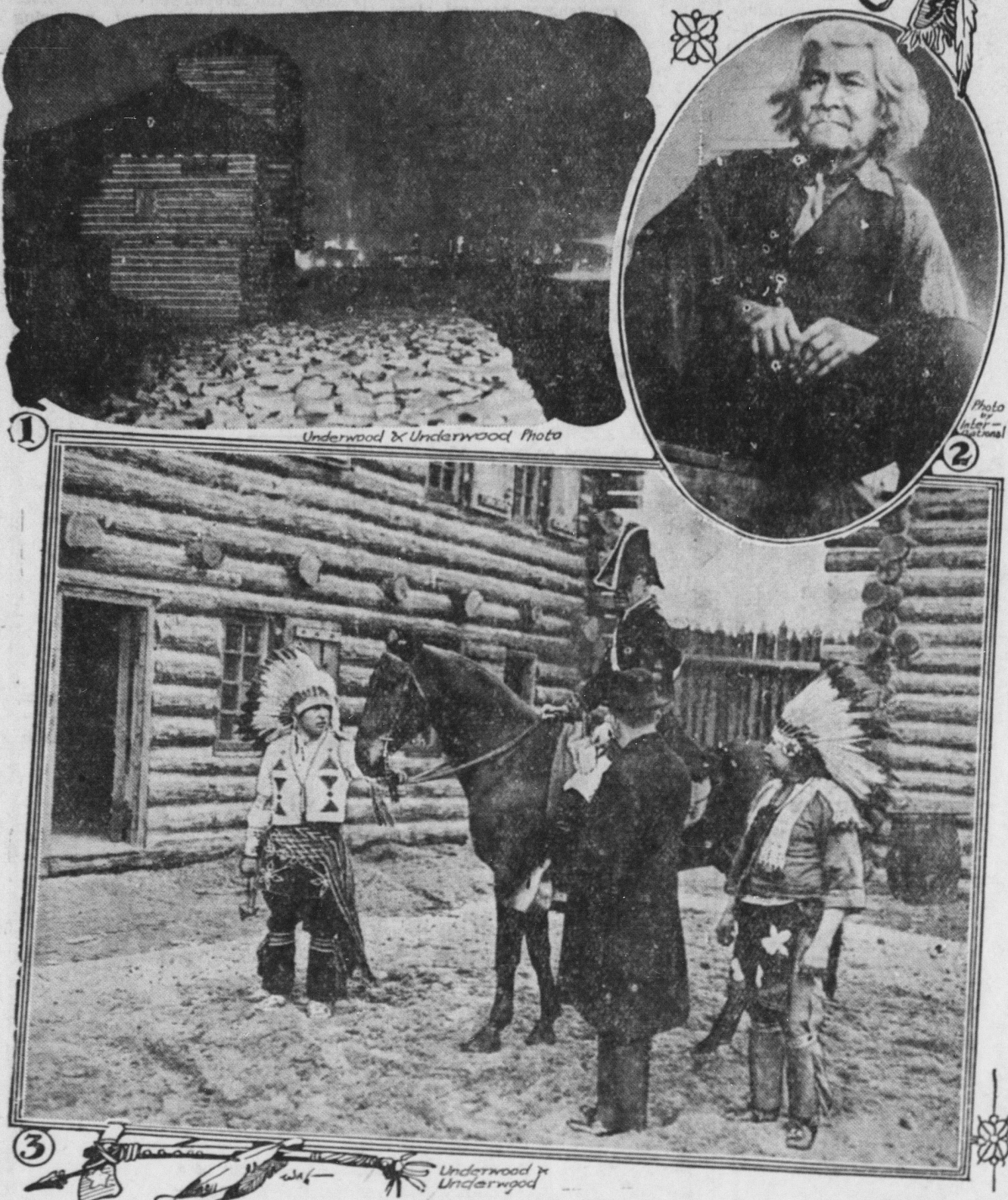


In the Span of One Man's Lifetime



By ELMO SCOTT WATSON

IN THE city of Chicago preparations are going forward rapidly for the world's fair, which it will hold in 1933. It is to be called the Century of Progress, and the keynote of the exposition will be a visualization of the part that the marvelous advance of science in the past century has played in industrial progress and in human welfare. In the way this is done, the exposition will be unlike any world's fair that has ever before been held. Accordingly, the exhibition buildings which are now in the process of construction will be different from any others that have ever before been erected. They will represent not only the architecture of today, but the architecture of the future. They will be "modernistic" to the last degree. That is, all of them will be—except one.

Along the lake front where the exposition will be held there already has been built a little structure of rough-hewn logs—Fort Dearborn of tragic memory, risen, phoenix-like, from the ashes of more than a century ago. And visitors to the world's fair in 1933 can look upon it against its background of skyscraper-lined Michigan avenue and in it, surrounded by the modernistic architecture buildings, see not only an epitome of the history of Chicago, but also an epitome of the history of the whole United States.

Marvelous as has been this transformation of a lonely frontier outpost with less than a hundred white inhabitants to a metropolis of more than three million, the fourth largest city in the world, there remains one amazing fact to make the story of Chicago's growth sound like a scarcely-believable fairy tale. For all of this has taken place within the span of one man's lifetime! That man is Nah-nee-num-skuk, a one hundred and twenty-one-year-old Pottawatomie Indian living on a reservation near Mayetta, Kan., who was born in an Indian village on the present site of Chicago in 1806.

Since he was only three years old at the time of the Fort Dearborn massacre and the burning of the fort, he does not have any recollection of that tragedy, but he does remember the establishment of a military post at Chicago when the second Fort Dearborn was built in 1816 and the departure of the Pottawatomies from their ancestral lands for a new home in the West a few years later. It is problematical whether Nah-nee-num-skuk will still be alive when the world's fair is held in 1933, and whether he will be able to come back to the scene of his birth if he is still alive at that time. But the fact remains that today there lives a man who could stand in a city of teeming millions and recall the time when this spot was but little changed from what it must have been when the caravels of Columbus first touched the shores of the New world.

1. A photograph (taken at night) which illustrates vividly the contrast between the Old and the New. In the foreground is one of the blockhouses of the replica of the first Fort Dearborn, built for the World's Fair of 1933. In the background is the famous Chicago skyline, as seen from Lake Michigan, with its towering skyscrapers and its myriad of lights.

2. Nah-nee-num-skuk, one hundred and twenty-one-year-old Pottawatomie born in an Indian village on the present site of Chicago, still living on an Indian reservation at Mayetta, Kan.

3. A century of mail transportation progress was dramatized in Chicago recently when a message was borne from the replica of the first Fort Dearborn to New York by horse, automobile and airplane. In the photograph John Manson, a great-grandson of the builder of Fort Dearborn, is shown receiving the message addressed to the postmaster of New York from Col. John Sewall. He carried it to the Chicago post office where it was placed with other mail in an automobile truck and taken to the municipal airport, where it was placed on an air mail plane.

But the survival of this one hundred and twenty-one year old "native" of Chicago is not the only evidence of the amazing transformation that has taken place on the shores of Lake Michigan. Recently there took place in Chicago an incident which afforded a dramatic contrast between the Old and the New. Through the gates of the rebuilt Fort Dearborn one morning rode John Manson, dressed in the military uniform of the style worn by his great-grandfather, the builder of the original Fort Dearborn. He was carrying a letter addressed to the postmaster of New York city. Through the maze of automobile traffic on Michigan avenue he made his way to the Chicago post office where his letter was dropped into a mail sack which was tossed into an automobile truck and rushed out to the municipal airport. There it was taken aboard an air mail plane and that evening the letter was placed in the hands of the New York postmaster—less than 12 hours from the time it had left Fort Dearborn.

Had such a letter been dispatched from the Fort Dearborn of a century ago it would have been weeks—and possibly months—before it was delivered in New York. For as one historian has put it "From November until May Fort Dearborn was as isolated from the outside world as though it were on another planet. We have in epitome the story of the failure of one attempt, made by Captain Whistler in December, 1800, to break this isolation. He obtained a month's leave-of-absence to journey to Cincinnati. Today the round trip may be made and a fair day's business transacted in 24 hours. Whistler left Chicago the last of November and reached Fort Wayne, Ind., December 10, 'much fatigued after 11 days of wairy travel through

rain and snow,' as he tells it in a letter. The water was so high that his further progress was prevented. Finding it impossible, should he proceed, to be back at his post by the end of the month, he prepared to return to Fort Dearborn, grateful to his superior for the opportunity accorded him as though he had succeeded in making the journey."

The historian quoted in the foregoing is Milo M. Quaife in his book "Chicago and the Old Northwest." That book was published only 18 years ago. But how soon in these modern times may a statement be out of date! "Today the round trip may be made and a fair day's business transacted in 24 hours," writes the historian in 1913. But the historian of 1931, after consulting the time-tables of the air transport companies which now carry passengers to all parts of the United States, would write it "Today the round trip may be made and a fair day's business transacted in 12 hours." And if you would retrace Captain Whistler's journey to Fort Wayne and do it in an airplane, you could cover in a little over an hour the distance it took him 11 days to make.

What was true of the isolation of the first Fort Dearborn was nearly as true of the second. "One day in October, 1817, a year after the establishment of the second Fort Dearborn, Samuel A. Storrow, who was making a tour through the Northwest, appeared on the north bank of the Chicago river, and shortly after entered the fort, where he was received 'as one arrived from the moon,'" writes Quaife. "The little establishment at Fort Dearborn constituted a miniature world, with interests and ambitions quite detached from those of the larger world outside."

Such were the conditions which existed during the early history of Chicago—the era of the two Fort Dearborns. That era came to an end in 1833 with the events, the centennial of which furnishes the reason for the exposition two years hence. One of these was the incorporation of Chicago as a town, decided upon at a meeting held on August 5, 1833, at the Saganash hotel, Chicago's first hostelry, where a total of 12 votes was cast for incorporation and one against and the town election held five days later when 28 votes were cast, electing four trustees and a president of the town board. (By way of contrast it may be remarked that in the recent election to choose a "world's fair mayor" for Chicago, more than 1,000,000 votes were cast.) The other events was the convening in September, 1833, of the greatest Indian council ever held in Chicago at which the Pottawatomies and allied tribes ceded all their lands west of Lake Michigan and their remaining reservation in southwestern Michigan, a tract of some five million acres, to the United States and agreed to remove beyond the Mississippi river within three years.

(© 1931, Western Newspaper Union.)

Community Building

Maryland in Foremost Place in Tree Planting

The offer of free trees, made by the forestry department of the state of Maryland, conditional on co-operative planting, has been productive of wide comment. It is as follows:

The Maryland department of forestry is again offering to give 1,000 trees for forest planting to every forest warden of the state who can interest his friends and neighbors in planting 5,000 forest tree seedlings, to be secured from the state and forest nursery. Very small trees are used for forest planting and only cost in the neighborhood of 2½ to 5 cents each, depending upon the size. About 1,200 trees are required an acre.

By offering 1,000 trees to the wardens as a bonus planting in the state is increased yearly. The state is also offering free to all almost all variety of trees for roadside planting. On a whole an intensive program of activity is being carried out.

Among the methods used in Maryland to prevent fire losses are lectures by state officials illustrated with slides and moving pictures. Railroad foremen and supervisors recently attended a demonstration on safety strip cleaning and burning. In addition, school children and others are being taught to build forests and protect those now standing.

"Sound" Residence Lends Itself to Modernizing

A substantially-built house in a neighborhood where values have remained sound through many years, and where zoning for residential purposes protects from possible future depreciation, is certainly well worth considering for modernization. It is declared by Rollin C. Chapin.

"It may be years old. Perhaps it has 'gingerbread' porches and stained glass stair windows. To all appearances it may look thoroughly unimproving. And yet, if its construction is sound, its room arrangement adaptable to the modern need without too great changes and its general lines are not unpleasing, surprisingly worthwhile results are possible," he states.

"It is surprising how greatly the appearance of a home can sometimes be improved by simply removing some of the 'gingerbread,' the superfluous ornament which was so much in vogue a few decades ago, refinishing the outside with stucco, shingles or brick and perhaps designing a new front entrance."

Town Detours

Rotary clubs in small American cities have frequently regarded it as an achievement to have helped route motor highways through their main streets. But often they rue their successes. Instead of bringing profitable trade the pikes have brought a spawn of traffic troubles.

In the old world numerous villages that have found themselves on heavily used thoroughfares have solved the problem by posting signs at the outskirts requesting the speeding travelers to detour around the town. Those who care to stop are welcomed. The advantage is obvious to the motorist, for he need not slacken his pace, while the townsfolk are pleased because once again they may tread their own streets in comparative safety. — The Rotarian.

Highway Improvements

In the last twenty years America has progressed from a horse-drawn nation of dirt roads to a rubber-tired, motor-driven nation, crisscrossed in every direction by modern paved highways. Today the United States has approximately forty per cent of the roads of the world, of which about 170,000 miles are hard-surfaced highways. This is almost one-fifth of the world's total paved-road mileage. These roads have cost America billions of dollars. For the last five years the road budgets of states and nation have been around \$1,000,000,000 a year. For the current year this budget will be almost doubled.

Intelligent Cleaning Up

Every clean-up campaign should include vacant lots as well as homes, home grounds and business places. The object is not only to attain better sanitary conditions, but a better order; to make the city more healthful and more attractive. Everything done in this way is to the advantage of the property owner or householder, but collectively it is to the advantage of the whole city. Either selfish interest or public spirit should be sufficient to enlist city-wide co-operation. The combination of these incentives should make the clean-up intensive and comprehensive.

Looking to the Future

France's poplar-lined highways will in a comparatively short time be surpassed by America's drives lined with memorial trees. England's roadside hedges will be adapted to the American countryside. Footwalks will become a definite part of the highway system. Raw cuts and fills will be planted with flowering vines and bushes. Architectural engineers who know how properly to plan highways both beautiful and utilitarian will lay out and supervise the building of new roads.—Philadelphia Ledger.

Life's Seamy Side Seen in Paris Flea Market

The traveler who does not want to miss one of the most unusual spectacles in all of France, and one which may not last many years longer, says the magazine, the Ocean Ferry, must go out some Sunday to Saint-Ouen, in the old military zone of Paris, when the famous flea market is in operation.

Here, on cleared land which once held the old fortifications that guarded the city of Paris, and which is still under the jurisdiction of the military authorities, the homeless poor of the city long ago set up a wretched empire of hovels and here they have held sway for many years, eling out a wretched existence with ragpicking and junk-collecting and kindred lowly occupations and holding, every Sunday, a gigantic rummage sale—picturesque, colorful and sordid.

Here the human wreckage of Paris buys second-hand clothing and household utensils for a handful of sous. Here are set forth for sale many brushes, toothless combs, ancient Victrola records, discarded family portraits, fantastic bric-a-brac, toy, empty picture frames, stuffed dogs—anything and everything that has been better days and been cast off. To this shoddy bazaar come the poor working man and his wife, tramps and in fact all the unfortunate of Paris to look and to buy, and to it also come tourists to see this tragicomic spectacle and to seek hopefully for some unrecognized treasure which may have found its way to the junk heap.

WOMEN SHOULD LEARN USES OF MAGNESIA

To women who suffer from nausea, or so-called "morning sickness," this is a blessing. Most nurses know it. It is advised by leading specialists: Over a small quantity of finely cracked ice pour a teaspoonful of Phillips' Milk of Magnesia. Sip slowly until you are relieved. It ends sick stomach or inclination to vomit.

Its anti-acid properties make Phillips' Milk of Magnesia quick relief in heartburn, sour stomach, gas. Its mild laxative action assures regular bowel movement. Used as a mouth-wash it helps prevent tooth decay during expectancy.

Friend of the Friendless

It is now over fifty years since Doctor Barnardo, a London physician, issued a plea for funds to assist friendless boys and girls. This great philanthropist began to rescue the homeless children of London whom he found sleeping in pitiable poverty-stricken circumstances. He opened homes where children could have industrial training, and by the time of his death 60,000 boys and girls had passed through his homes. There were over fifty institutions in the United Kingdom and overseas dominions that he superintended; in Ontario was established an immigration department, in Manitoba an industrial farm, as well as a home for babies, and a hospital for sick children.

Aerial Road Survey

The most ambitious aerial road survey ever attempted will be made this year by airplanes of the Alaskan and British Columbia authorities to locate the route of the proposed Alaskan highway.

Flax Cultivation

Flax is cultivated in India solely for its seed, the country being the third largest producer of linseed.

Smoke of Battle

Sergeant—Have you any scars on you?
Recruit—No, but I can give you some cigarettes.

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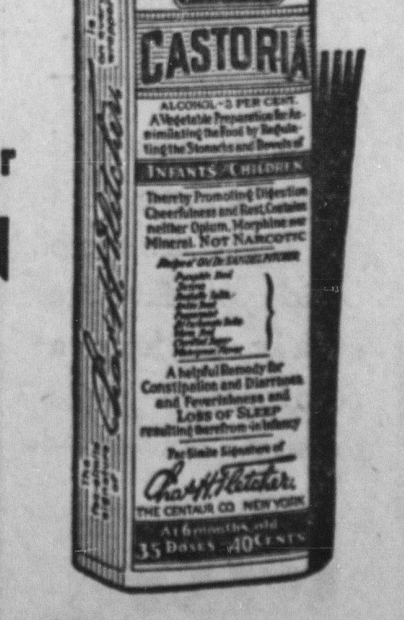
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British King's Civil List

The income of the king of Great Britain is known as the civil list and the amount is decided, usually, at the beginning of each reign. The present civil list was determined by parliament in 1910 when George V ascended the throne. It is an annual appropriation of £470,000, or \$2,284,000, which goes to maintain the royal household, including the upkeep of the palace, the salaries of the servants and functionaries and "royal bounties." The actual amount received from the civil list for the personal expenses of the king and the queen probably does not exceed the salary of an American cabinet officer. In addition, however, the king receives some income from the duchy of Lancaster, of which he is the duke.—Pathfinder Magazine.

Smoke of Battle

Sergeant—Have you any scars on you?
Recruit—No, but I can give you some cigarettes.



usually all that is needed to cleanse and regulate the bowels.

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