



**STUDY IN CONTRASTS . . .** In connection with the 450th anniversary of founding of Ciudad Trujillo, oldest city in the new world, a recent airview of the city (top photo) shows how the recent modernization program has transformed the ancient city into one of the most modern in Latin America. Parallel to the sea runs Avenida Washington. The shaft is the Dominican Washington monument, dedicated to lasting friendship between the Dominican republic and the United States. In sharp contrast is the street scene (lower photo) showing Ciudad Trujillo at the time when it still was known as Santo Domingo. At that time more than one-third of the nation was "ill-fed, ill-clad and ill-housed."

**THE OLD AND THE NEW**

**New World's Oldest City Stages Anniversary Fete**

Moss-covered ruins of some of the first buildings in America stand picturesquely among modern structures, suspension bridges, spacious boulevards, fine hospitals and schools in the oldest city in the western hemisphere, Ciudad Trujillo in the Dominican republic, which on Sunday, August 4, observed the 450th anniversary of its founding.

As a highlight of the fete, a three-masted caravel, modeled after one of Columbus' ships, sailed up the Ozama river to re-enact the founding of western civilization's first permanent site. Wearing late 15th century costumes, sailors moored the ship to a replica of a tree used by Columbus' brother, Bartolome, when he founded the city in 1496.



**FAMOUS TREE . . .** Two nuns and a little girl stand at the base of Ciudad Trujillo's famous tree, the old cottonwood to which Bartolome Columbus, brother of the new world's discoverer, moored his ship in founding the oldest city in the Western hemisphere.

The original city, named Nueva Isabella in honor of Spain's queen, was located on the south shore of the island which Columbus named Hispaniola. Hispaniola, second to Cuba in size among the West Indies, lies between Cuba and Puerto Rico in the Greater Antilles chain. Sharing the island with Haiti, the Dominican republic occupies its eastern two-thirds.

Long called Santo Domingo, the city was renamed Ciudad Trujillo (Trujillo City) in 1936 after President Rafael Trujillo, in gratitude for his efforts in reconstructing the city along modern lines after a hurricane in 1930 almost completely demolished the city.

Proud of their capital city's long history, the 2,000,000 people of the Dominican republic are even more conscious of its modernity and up-to-dateness. Ruins of the first hospital built in the Americas are a short distance from the sun decks



**CHURCH TREASURE . . .** Valued at five million dollars, the above church treasure was on display during Ciudad Trujillo's anniversary fete. Included are the original cross planted on the island by Columbus, an altar bell designed by Benvenuto Cellini, famous Italian artist, and other priceless items.

**Woman Mail Carrier No Longer An Oddity**

SEATTLE.—Accepted among the men in the station and the housewives on her route as a seasoned veteran and a neighborhood fixture, Mrs. Ellen Nermo, substitute mail carrier at the Seattle post office for the last two years, is planning to take civil service examinations for permanent appointment.

Recalling her first day as a letter carrier, Mrs. Nermo said, "I thought one woman was going to faint when she saw me come up the steps. Kids used to gather in knots and whisper when I appeared."

**SHADES OF THE PAST**

**Car of 1911 Vintage Embarks On Lengthy Endurance Test**

Did a second Rip Van Winkle awaken from a long sleep and go automobile-minded?

That is what service station attendants from coast to coast are wondering as they behold a car driven by John Bacon of Wellesley Hills, Mass., Harvard university senior, on a new type of transcontinental endurance test.

Amazed by the klaxon horn, acetylene lamps and antique mien of the vehicle, the attendants soon learn that the car is a Locomobile of 1911 vintage.

Abandoned 25 years ago and stored in an Exeter, N. H., barn, the ancient car was discovered by Bacon when he was attending Phillips Exeter academy. He purchased it this year after returning from four years of army service.

**Repairs Cost \$1,000.** Always interested in old cars, Bacon is confident the venerable old seven-passenger Locomobile can put 1946 models to shame on the endurance test. After acquiring the car, he dismantled the six-cylinder engine and put an estimated \$1,000 into repairs and parts to ready it for the road.

Motorists throughout the country will be startled as Bacon's 35-year-old wonder speeds past them—it can do 70 miles an hour without effort, he insists. He has no fear of bad roads, low wheel base and rugged construction combining to give a smoother ride than modern-day cars.

Bacon admits there are a few drawbacks to the ancient vehicle. The wheel is hard to turn and the foot pedals work a little hard "until you get used to them," he says.

**Has 10-Day Goal.** A mark of 10 days for the Boston to Los Angeles run was set by Bacon as he embarked on the trip. He plans to spend some time sight-seeing in California before the return jaunt.

Although he has no doubts about the success of his junket, Bacon has refused to take up scoffers on proposed wagers.

"I just don't want to take their money—it would be too easy," he insists.

**Raccoon Gets Lift Bus Driver Rebels At New Hitchhiker**

STRONGHURST, ILL. — Chester R. McCoy, Gladstone farm worker, unknowingly gave a ride to a new type of hitchhiker recently. When McCoy stopped at a filling station to have oil in his car checked, the attendant discovered a raccoon, peacefully lying on a shield near the fuel pump enjoying the unexpected lift. The raccoon resorted to fighting tactics in resisting all efforts to displace him from his berth.

McCoy surmised that the raccoon had crawled into the car while it was parked near a farm field during the day.

**Boy Weighing 600 Pounds Dies at 19**

GRAFTON, N. D.—Described as "the world's biggest boy," James Janousek, 19, who weighed 600 pounds, died of pneumonia at the farm home of his parents, Mr. and Mrs. Peter Janousek.

Janousek first gained notoriety at the age of seven, when it was revealed that he weighed 235 pounds.

**Can You Guess These?**

Take a whirl at these, gentle reader, then head for the nearest psychiatrist.

The following jaw-breakers, believe it or not, once had something to do with recording of voices for talking pictures, which incidentally made their initial bow 20 years ago.

1. Schlerophonic?
2. Ischnophonic?
3. Kato-hypobariphonic?
4. Apnuetophonic?
5. Poistephonic?

**Did You Guess Right?**

1. Harsh, strident tones, as per Jimmy Durante.
2. Thin, wavering tones, a la Jack Benny.
3. This is a mean one. It means that in saying such words as going, coming, swimming, et cetera, you mistreat the final syllable—such as goink, swimink, comink—if you get what we're meanink.
4. Swallowed, indistinct tones.
5. Slow, hesitant, broken speech.

**\$35 Pony Beats Expensive Animal**

CHICAGO.—Les Atlass, radio executive, doubted his ability as a horse trader after a recent experience at a horse show. Atlass' entry, a Shetland pony which he had purchased recently for \$21,000, was bested by a pony which Atlass had sold for \$35.



**DENIED GUN PERMIT . . .** Although he carried a gun for two years in the Pacific, fighting on Guadalcanal, Pelelieu, Guam, Saipan and in China, Henry J. Donigan Jr., Arlington, Mass., was denied police permission to carry a gun, required for a job with an armored car company. The reason: He's only 20 and the law requires age of 21 for gun permits.

**"Off We Go" AVIATION NOTES**

**WHO BUYS AIRPLANES?**

Through a survey conducted by the Aeronca Aircraft corporation, through its 1,200 dealers all over the U. S., some enlightenment was obtained relative to potential personal plane buyers:

Apparently the biggest group of potential light-plane buyers falls into the age group between 18 and 30 years, but Aeronca dealers report no marked decline in interest until beyond the 40-year mark. The number of people who prefer to buy on time or pay cash are about equally divided, the survey shows.

Another 40 per cent of potential light-plane owners are about equally divided among lawyers, doctors and educators on the one hand and highly successful business men and industrial leaders on the other. The remaining 20 per cent are independently wealthy people who defied classification as to gainful occupation.

Fifty-five per cent of the people who planned to buy personal planes know how to fly and 27 per cent of these are ex-servicemen, although not all of them flew in the service.

**Three Per Cent Women.**

Men far outnumber women as prospective light-plane owners. Only about 3 out of every 100 potential customers are women. But, as might be expected, many women accompany their menfolk to dealers to look at models and talk airplanes.

Where the man usually asks such questions as "How fast is it?" "How much does it cost?" and "What is the operating cost?" the women want to know "How safe is it?" "Is it easy to fly?" and "How long does it take to learn to fly it?"

Sixty per cent of the dealers reported that it was their experience that men learn to fly more readily than women. Another 25 per cent said they could see little or no difference between men and women in aptitude to learn to fly. The other 15 per cent showed what must be a mixture of high honesty and diplomacy by refusing to commit themselves.



**NEW SPORTS PLANE . . .** The "pilot's dream ship" is what Designer Dewey Eldred terms his new sports type light seaplane.

**FIRST AIR SHOW**

With the general postwar interest in aviation, air shows are being revived throughout the U. S. First air show to be held in New England since close of the war was held at Bedford Field, near Boston. Arrangements were under general direction of Theodore Drury, president of Aeronautic Association of Boston. Highlight of the show was a display by army air forces showing planes that played an instrumental part in America's war victory as well as new machines.



THERE is a pitcher we think is a trifle overlooked. We say that because all the ball players we've talked to lately rank him as the best in either league.

No—his name isn't Bob Feller or Spud Chandler or Tex Hughson. He is a wiry left-hander by the name of Harold Newhouser of the Tigers. Newhouser was the best pitcher in baseball in 1944 when he won 29 games. They threw that one out. A war year.



Newhouser is the best pitcher in baseball last season when he won 25 games and took over the World series. They threw that one out, also. Another war year.

Wait until the big hitters come back, they said last spring—Ted Williams, Joe DiMaggio, Dom DiMaggio, Bobby Doerr, Bill Dickey, Charlie Keller, all these and many others. So what happens? Newhouser has been winning six times out of seven.

And Newhouser has been winning these games with a third-place ball club—a ball club that without Newhouser would be in fifth place. Newhouser was the best pitcher in baseball in 1944 and 1945. It is our prediction that he also will be the best pitcher in baseball in the current season of 1946.

**It's Newhouser, 9 to 1**

We decided to make a fuller check on Newhouser in his own league. We took a survey from 10 well-known veterans who know their way around. Nine gave us Newhouser, one gave us Bob Feller.

I asked Bill Dickey what he thought about the matter. The Arkansas quail hunter gave us a slow smile. "I'm already in enough trouble," he said, "without getting into another argument. When I came back to baseball this spring, I heard that Newhouser was just another wartime pitcher.

"Our league happens to be well stocked with fine pitchers. I mean Chandler, Hughson, Ferris, Harris, Trucks, Kramer and a few more. But so far I haven't seen a better pitcher than Newhouser. You know how hard it is to win 20 games. Newhouser has won 54 in the last two years. It wouldn't surprise me to see him win 30 or more this year.

"What has he got? About all it takes. A good fast ball. A good curve ball. Good control. A lot of confidence in himself. Determination to win. A good head. Plenty of heart."

Unless something disastrous happens suddenly, it is a pretty safe bet that Hal Newhouser will lead both leagues on the pitching side. It is also a pretty fair bet that he will pass the 25-game mark again and threaten the 30 spot, which few have ever reached.

**Two 40-Game Winners**

So far as so-called modern baseball goes the only 40-game winners I can recall at the moment happen to be Ed Walsh and Jack Chesbro. Among the 30-or-more game winners, we've had Matty, Johnson, Smokey Joe Wood, Dizzy Dean, Grover Alexander, Lefty Grove and possibly one or two others. Only Matty and Alexander have won 30 or more games three times, in the past 40 years. You can let us know if our memory is slipping.

Newhouser has yet to be a 30-game winner. But the willowy Tiger left-hander has the best chance to reach this mark for 1946. He comes so close to being the best pitcher in the game that someone else will need a spur to crowd him back before the stretch run ends in September.

Bob Feller, Spud Chandler and Tex Hughson are all great pitchers. Among the best. But all three will have to put on extra steam to crowd back Newhouser, who has been baseball's best pitcher for three years.

**About the Two Leagues**

Several querulous letters have come in since the all-star game from National league supporters asking what has happened to the veteran circuit.

"Why is it," one asked, "that the American league should come up with most of the top stars—such men as Ted Williams, Charlie Keller, Bob Feller, Newhouser, Chandler and so many others who apparently outclass most of the National league's best men?"

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**11,000 Workers Died in Building Peruvian Railway**

In human life, the costliest engineering job of modern times was the 138 miles of the Central Railway of Peru between Callao and Oroya which took 12 years and was completed in 1893.

Starting at sea level and crossing the Andes at 15,665 feet, the line required the building of 65 tunnels and 67 bridges. Due to accidents and disease, 11,000 of the 13,000 workers died during its construction.

**Perfumed City**

Probably the last time that a city followed the ancient custom of perfuming itself for a gala occasion was in 1845 when Coburg, Germany, sprinkled its streets with eau de cologne to celebrate the visit of Queen Victoria and Prince Albert.



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