

STAMP COLLECTING

United States Postmaster-General Pours Oil On Troubled Waters



Lower left—United Air Mail Special Delivery. The four others shown are specimens of the National Park series.

There has been quite a commotion and considerable said and written concerning the practice of the U. S. Postmaster-General of distributing among his friends sample sheets of new stamps as they came from the presses. These were intended to be souvenirs and were not intended to be sold or used for postage, but in some cases they were sold and brought high prices because of their nature. They were, for the most part, un gummed and un perforated.

It seems that the distribution of these sheets was not confined entirely to the Postmaster-General. There were other officials in the Post Office Department who apparently had the same opportunity and favored their friends. The result was that a favored few had what might be termed sheets of rare stamps, while the great majority of stamp collectors were not privileged to have specimens without buying them, and when they did that they found that they had to pay a high price. The matter was taken up by philatelic societies all over the country with the result that protests were lodged with the proper authorities and the final outcome has been that Postmaster General Farley has tried to convince stamp collectors that the souvenir sheets were not considered of any value to stamp collectors because they were not regular postage stamps. At the same time, the Post Office Department decided to print a quantity of each one of the stamps that had been distributed as souvenirs and to make them available to stamp collectors. This is being done in an attempt to convince the army of stamp collectors that no favoritism was intended.

Some of the souvenir stamps were distributed as complete sheets, ranging from 150 to 225 stamps to a sheet. Others were distributed in blocks of four. Where the stamps were distributed in complete sheets, they will only be sold in complete sheets. The fly in that ointment is plainly visible. If a stamp collector wishes to procure a sheet of, say, the 3c. "Century of Progress" stamp, it will cost him \$6.75, while Mr. Farley's friend got his for nothing—and when you go into the National Parks' issue and have to buy a sheet of 200 10c. stamps, or 200 of the 16c Special Delivery and Air Mail stamps, what are you going to do about it? Apparently the Post Office authorities can now see the folly of distributing sheets of stamps free, and orders have been issued that hereafter no stamps will be allowed to leave the Bureau of Engraving and Printing except in the form in which the stamp is available to the public over the counter.

U. S. Confederate Counterfeits

Collectors are warned that a firm of stamp dealers in the U.S.A. is offering what are described, euphoniously, as facsimiles of the 12 major varieties of stamps of the Confederate States for the ridiculous sum of 25 cents per set. With a great show of sincerity we are informed that "this collection was produced at a huge expense from facsimile die plates, sanctioned by the U.S. Treasury, Division of Secret Service, in order to place before collectors a complete collection of these desirable stamps." Nevertheless we have no hesitation in condemning them for what they undoubtedly are—counterfeits of the first water.

Will Occupy Arctic Isles And Thus Insure Canadian Claims

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work at the more northern posts in the eastern Arctic. But now that Eskimos are becoming more numerous in the Hudson Straits area, it is no longer necessary to hire Greenland Eskimos, and here are few of them left now in Canada's eastern Arctic.

In addition to the placing of the Eskimos in new regions where game is more abundant and work more regular, there is the angle of occupation of the country, now that aerial routes, mineral developments, and other reasons make possible the claims of other countries to part of Canada's Arctic, which now reaches to the North Pole. To forestall any such future claims, the Dominion is occupying the Arctic islands to within nearly 700 miles of the North Pole.

The Farmers Must Be Given Fair Chance In The Markets

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not need saving if the farmer can achieve better prices between the things he buys and sells, he continued, but "if the house is not put in order unspeakable inconveniences will ensue." The farmer will still exist, but there are levels below which the industry cannot fall and retain any of its former economic health. "The chief beneficiary between industry and agriculture will be the urban dweller," he said. "While price stabilization for the farmer can be delayed by unwise government action it cannot be delayed very much longer."

Referring to United States control of the southern cotton industry Mr. Robinson said the final outcome was loss and depreciation of living standards, "but down there," he said, "the people have no recourse because nothing else can be grown but cotton."

The U. S. Government policies would grow more wheat in the humid areas where quality is low and less in the fertile districts.

The speaker amused his audience by a description of efforts to see an official of the American Bureau of Agricultural Economics. "It was like the experience of an immigrant getting into the country and is typical of the red tape of government bureaucracy in agriculture," he said.

"I am not afraid to say that I believe the future outlook for wheat is better, but foolish policies may temporarily restrict improvement. This country holds the last available block of surplus breadstuffs in the world. Great care should be exercised in its marketing and Canada should not be in too big a hurry to convert soft wheat into hard money," he concluded.

Need For Safety Is Driving Steamers Now To Adopt Sails

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publicly advocates the return to auxiliary sail. He'd put sails on all steam-propelled ships up to 4,000 tons.

"Most of the worst troubles we have had in the north Atlantic," Sir Arthur said, "have been due to the steering gears of small steamers going wrong, and their being quickly at the mercy of the sea because their heads could not be kept to the wind.

"It is no joke for a big vessel to be called out of her course unnecessarily. If all small ships had emergency sails, rescues would be far less necessary," he added.

"NIGHTMARE VOYAGE"

Melbourne.—A "nightmare voyage" in a steamer which, after leaving England for Australia, was battered to helplessness by hurricane and did not sight land or another ship for two months, was described by the half-starved crew when it arrived here.

It was the James Cook, which set out from Newcastle-on-Tyne for Australia by way of the Cape of Good Hope.

The master, Capt. A. E. Jackson, described the passage as a "nightmare voyage."

"For days on end huge seas swept the ship from stem to stern," he said.

"Once the wind attained a velocity of more than 100 miles an hour and we could not hear each other speak. It was almost impossible to stand up on deck."

No meals could be prepared by the cook in the galley, for pots and pans were tossed from side to side and the seas were continually pouring over the upper deck and flooding the galley.

The supply of fresh food and vegetables was exhausted two weeks out, and for the rest of the voyage the crew had to live on salt beef and hard biscuits. The supply of tea, sugar and butter rapidly dwindled, and in the last week the crew had to exist on flour and coffee.

Another ship finally brought her aid and enabled her to reach port.

Self-Exaltation Of Hepburn Said To Explain His Conduct

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explains his action in carrying out that threat to the ruin of hundreds of homes. It explains the lack of courtesy which he has exhibited in notifying or not notifying the victims of his guillotine, for many of them were told to get out and to get out quick, while others did not know of their dismissal until they found others at their desks, or read of their fate in the newspapers. It explains the Premier's rude threats to the Lieutenant-Governor and his animadversions against Government House. He could and he would smash things.

The same theory accounts for the magnificent gesture with which he closed Ontario House in London and turned its occupants out on the streets of the Imperial capital. It accounts for his peculiar action in closing the splendid Ontario Government Building at the Canadian National Exhibition, an institution

which is the pride of Toronto, Ontario and the Dominion. It accounts for the jauntily crude manner in which he has conducted himself as Government leader in the Legislature. It accounts for his ruthless habit of contradicting previous statements of his own colleagues, thus humiliating them in the eyes of the public. It accounts for his dictatorial overriding of his Cabinet colleagues, the caucus and his followers in the House. Coming down to the present moment it accounts for his top lofty bearing towards the Quebec power companies and the 75,000 bondholders in these companies in Ontario and other parts of the world. It accounts for his frequent assertion that he will not budge one iota from his course. It accounts for his action in making his followers follow his own policy and in forcing the House to sit night and day in order that the Bill may be speedily placed upon the Statute Books, regardless of Ontario's credit or the sufferings of bondholders.

The young Premier of Ontario recalls a line from Shakespeare: "Upon what meat doth this, our Caesar feed, that he has grown so great?" He sees himself bestriding the province as a very colossus. He brooks no opposition. Everybody must do his bidding though the heavens fall. He sees himself as a Hitler, a Mussolini, a Napoleon, a Caesar and an Alexander the Great all rolled into one.

Deadly Accuracy of Bombers Will Annihilate Sea Monsters

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year to restrict the fishing have not materialized, and with the exception of one year there are more whales killed than ever before.

In all there are 20 factory ships and 150 whale catching craft at work in the Ross Sea and 15 catchers operating for land refineries in South Georgia.

Sixteen of the factory ships fly the Norwegian flag. Four are British, manned by Norwegian crews, and this year Japan has entered the scramble for whale oil with one factory ship and its accompanying flotilla of catchers.

Worth \$1,000 Each

Whale oil is cheaper than it has been, but, in spite of that, \$35,000 will be taken out of British Antarctic waters before midsummer. Most of that money will go to Norway. In 20 years, it has taken most of the \$400,000,000 derived from whaling in the south polar seas.

Every whale caught is worth approximately \$1,000.

Whale fishing in the Arctic already has come to an end because all the whales were killed. Now the same unrestrained carnage, on a larger scale, is going on in the Antarctic.

More than 6,000 men, nearly all Norwegians, are employed now by the whalers, but because of the deadly accuracy of the modern harpoon and the efficiency of modern machinery, fewer men are employed than was once the case, while more whales are killed.

The whole carcasses are dealt with in the Ross Sea, which is under the jurisdiction of New Zealand, in the factory ships, huge floating refineries into which the whale is hoisted and converted into oil and other by-products.

Killed by Explosive

The factory ships are fed by the catchers, which pursue their remorseless search wherever the ice conditions of the vast area over which they operate will permit, and tow their victims back to the factory ship.

The modern harpooner is an expert gunner. He never misses. The modern harpoon, weighing 120 pounds, carries 28 pounds of explosive. It "chugs" into the flesh of the helpless whale. A timed detonator is released. After a few convulsive jerks the whale turns back downward, dead.

A steel tube is inserted into its stomach. The cavity is filled with air, and the carcass is ready for towing to the floating factory.

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tracted in super-heated vats. The residue of flesh and bones is re-processed in steam digesters to remove the balance of the oil. The residue flesh is turned into feed for cattle and pigs, or guano for fertilizing crops. The bones are converted into manure.

Significance is seen in the Japanese incursion into the whaling industry in that whale oil is an important source of glycerine, needed for the manufacture of high explosives.