

THOUSANDS GATHER TO VIEW THE CHANGING OF THE GUARD AT BUCKINGHAM PALACE

Once more, writes Norman Hills in "The London National Graphic," the king has taken the salute at the ceremony of trooping the color; once more he has ridden back along the Mall to Buckingham palace after reviewing the brigade of guards on the horse guards parade.

There is one week of the year in which the guards play a more than usually prominent part in London life. It is one of the few occasions in these prosaic days when the famous parade ground between the Admiralty and Downing Street blazes with the color of old-time uniforms. Trooping the colors has become the finest and most magnificent military ceremony in the world.

No foreign army continues to preserve such splendid uniforms. Reviews in France—for example, the presidential reviews at Longchamps—are dull and tedious by comparison with the blaze of scarlet and gold, by contrast with this occasion when Londoners have one of their rare opportunities of realizing that England still has an army.

Trooping the colors is so gay and inspiring, I am so surprised that Dora and Mrs. Grundy have not complained about it and urged its abolition. I have no doubt that the spectacle of several thousand men on parade does inspire horror in the hearts of a few. But sane people who are not obsessed with an idea of making England dull and unattractive, rightly regard these occasional military ceremonies with pride and a real patriotism.

Thousands See Parade

If you take your stand at the gates of Buckingham Palace at 10.30 in the morning you will see a crowd of several thousand people watching the changing of the guard. When the old guard has been relieved and the new sentries duly posted, the crowd moves off with the marching troops either to Wellington barracks or Chelsea. They keep pace, raise their hats to the colors, hum the tune of "Colonel Bogey" as they step briskly down Buckingham Palace Road. It happens every day. The Londoner loves the bridge of

guards. It is an essential institution of the metropolis.

Of late there have been several disturbing rumors that the two recently established regiments of the brigade—the Irish guards and the Welsh guards—are to be disbanded. When an agitation was made by the extreme element of the Labor party in the last Socialist government for still further economies at the expense of the fighting service, there was a distinct plot to abolish the Irish and Welsh guards. It became so dangerous that the king intimated his unwillingness to agree to the disappearance of the two regiments. He realized that in both cases the action would be misinterpreted by the local people in Ireland and Wales.

Many do not always realize the part the brigade of guards plays in the fashioning of our national life. England is essentially a land of tradition. England's outlook and national customs and habits are the result of the thoughts and actions of 1,000 years. Thus we English have come to look upon the guards as traditional. One could no more imagine London without its red-coated grenadiers than one could visualize Trafalgar Square without the Nelson column.

Economists Protest

Great indignation was aroused among the economy hounds some years ago when Mr. Winston Churchill, who is one of the few elder statesmen to realize that imagination and administrative ability ought to go together, suggested that the whole army revert to prewar uniforms. He argued that it would be good for the morale and esprit de corps of the various regiments if they reverted to their historic uniforms and ceased to be just a collection of men uniformly attired in the muddy brown serge tunics and trousers which are called service khaki.

But his whole plan was greeted with the cry of "scarlet folly," for one of the first economy waves—one of the campaigns of spend nothing unless you create employment—had begun. The scheme was abandoned. But no one raised a voice in protest of put-

OLD DUTCH WINDMILLS ONCE SEEN ON NEW YORK'S SKYLINE, ERECTED IN 18TH CENTURY

(New York Sun)

New York's skyline seems to have been famous ever since there was a New York. Even though the skyscrapers are scarcely a generation old there always has been something distinctive about the profile of old Manhattan for newcomers to marvel over as they approached the island.

Before the days of skyscrapers there was the profusion of stately church spires shown in many an old print. Before there were many church spires a forest of sailing masts fringed the shoreline. Before there were many masts there were the picturesque windmills—windmills waving their old Dutch arms over what is now City Hall Park, the Bowery, Greenwich Village, and the Hudson Terminal.

Before the American Revolution and up to that war New York's windmills were one of its outstanding distinguishing features. The touch of old Holland persisted, and Benson's Mill up in Harlem, south of 105th street near Third avenue, did not disappear until it was destroyed by fire during the Revolution. It is interesting today to recall the sites of those ancient "skyscrapers."

One of the finest of the old windmills was Bayard's which stood on the west side of the Bowery about 100 feet north of Canal street. It was erected prior to 1755 and was still standing rather than July 1776, according to the five regiments of foot guards and the two regiments of household cavalry back into their scarlet coats and steel cuirasses. It was realized that this must happen or else London would not look the same, or be the same.

Probably the scarlet coats of the guardsmen have attracted more attention among visiting Americans than the Rosetta stone or the Elgin Marbles. After all, the guardsmen are alive and very picturesque. And a ceremony like trooping the color is a far better advertisement of attractions of London than any showman could conceive.

ing to the old New York Gazette.

An old deed in the possession of the New York Historical Society tells the story of Pieter Jansen Mesier's windmill, which occupied a site west of Church street, between Liberty and Cortlandt streets, adjacent to the present Hudson Terminal buildings. It is definite that Pieter's windmill was erected some time between 1682 and 1686, for it was not there before the earliest date and was there in 1686. Pieter in his old age apparently tired of watching the contraption's wings flap around, for he sold the mill to "Janette, wife of Gysbert van Imburgh," in the year 1719, according to the Historical Society's deed.

Pastured Cows

The windmill on the Commons was probably one of the best known in old New York, for it was there, where City Hall Park lies today, that the hardy New Yorkers pastured their cows. The cows had to have a drink once in a while, like all good old New Yorkers, and so what was known as "Jasper's Mill, or the Old Garrison Mill," was erected in that pasture between September 22, 1663, and April 14, 1664.

And what a flurry there was in the old town when the news spread on one dark night in 1689 that the windmill on the Commons was on fire! It had been struck by lightning and although all good citizens rushed out of the town below Wall street, some in their night attire and many in pointed nightcaps, to join the volunteer fire department, their efforts were fruitless. The windmill had been the only source of water in that neighborhood and the windmill was on fire, so what was there to do but let it burn?

Before long it was rebuilt and finished in 1695, but finally was demolished for good some time between 1714 and 1723.

Then there was the windmill of Capt. Nicholas de Meyer, which was known as "the windmill on the edge of the hill." It stood at the northwest corner of Park Row and Duane street and had been erected in 1677. It was

given away by Henry de Meyer to Agnes, his daughter, by deed in 1735. It was the finest property Henry had to leave to his daughter, and wanted her to record the deed before he left this earth. She recorded it in 1739, and all that history tells us further is that the windmill had disappeared prior to 1742.

Then there was the famous contraption known as the "rotary windmill, or circular mill," in the centre of the square bounded by West, Washington, King and West Houston streets. It is shown in a water color view of that district painted by J. W. Hill and reproduced in the Pyne Catalogue.

Rutger's Windmill, on the famous old Rutgers farm, stood near the corner of the present Oliver street and New Bowery. It had been built prior to 1766.

And in addition to the windmills there were mills of various breeds scattered over this quaint old island of ours. There was a grist mill at the fort, in Battery Place at Greenwich, which had been erected at an extremely early date. Historians think it probably was built before August 8, 1625. It was almost in ruins by 1662 and the stones and iron that it had consisted of were used to build the first windmill on the Commons.

Funny old horse mills were common hereabouts. They were propelled by an old nag walking round in a circle, pulling a spoke behind him that turned an axle that turned the millstones. Jacob van Couwenhoven had one in the rear of what is now 41 Stone St. between 1656 and 1660. The Title Guaranty & Trust Company holds the original deed of another "horse mill on Sylck Steegh," 32-34 South William street. It had been built on the site of the West India Company's House for Negroes in 1667.

And believe it or not, the Dutch West India Company maintained a buzzing old sawmill in State street, just opposite Battery Park, south of the corner of Bridge street. It is hard to imagine that today.

LLOYD GEORGE WANTED GEN. PERSHING MOVED

New York, July 11—Newton D. Baker, president Wilson's secretary of war, has revealed that David Lloyd George, then Premier of Great Britain, at one time apparently desired the removal of Gen. John J. Pershing as commander in chief of the American Expeditionary Force in the Great War.

In a letter to Col. Lloyd C. Griscom, former liaison officer between General Pershing and the British War Office, Mr. Baker wrote that the war-time premises complained the United States army was "perfectly useless to the British forces and was on the verge of asking for General Pershing's recall."

U. S. Army of No Use

At the conclusion of a dinner in London in 1918, Mr. Baker wrote, Mr. Lloyd George "with vehement emphasis complained that the United States army in France was of no service to the British at all in spite of the fact that Great Britain had stripped necessary Empire services of ships in order to carry United States troops to France, and that they had scarcely reached France before General Pershing pulled them away from the British and took them into his own custody on another part of the line."

"This description was most earnest and vehement, resulting in the final declaration of Lloyd George that so far as Great Britain was concerned the American army was perfectly useless and the ship service devoted to bring them over wasted."

Mr. Baker replied that from his own observation on the front lines he was convinced that the American troops were "at least detaining that many German divisions which might otherwise be added to the concentration against the French and British."

He countered with an offer to discontinue the transportation of American soldiers on British ships and move only such forces as could be carried on American vessels.

The next morning, Mr. Baker recalled, Lord Reading, former Viceroy to India, said that Mr. Lloyd George "asked me to say to you that you should think no more about the matter which he raised for discussion last night at dinner."

Booth Won't Play

New Haven, Conn., July 13—Albie Booth, Yale football star, will not go West with the Eastern team for the exhibition football game at the Olympics in August, it was learned today. Booth has signed for a part in a football motion picture and his activities in the Olympic games would interfere with his work on the picture.

As a matter of fact Booth had not been expected to play for any length of time in the Olympic games exhibition because of the condition of his health.

GOOD PROGRAM ON THE AIR FOR WEDNESDAY

The radio program for Wednesday night as follows, Atlantic Standard time being used:

CFNB FREDERICTON

8.30—Weather Forecast, News Columbia Records.

12.30—Columbia Records

WEAF, NEW YORK

7.15—Paul Whiteman.
7.30—Maxwell House.
7.45—The Goldbergs.
8.00—Big Time.
8.30—To Be Announced.
9.00—Goodyear Program.
9.30—Mobil Oil Concert.
10.00—Corn Cob Pipe Club.
10.30—Echoes of Palsiades.
11.00—Nellie Revell.
11.15—Russ Columbo.
12.00—The Dream Singer.

WJZ NEW YORK

6.45—Lowell Thomas.
7.00—Amos 'n' Andy.
7.15—Royal Vagabonds.
7.30—Swift Program.
7.45—Jones and Hare.
8.00—Taxpayers League.
8.30—Jack Frost.
9.00—G. Washington Concert.
9.30—Jack Benny.

10.00—The Country Doctor.
10.15—Absorbine Program.
10.30—Waves of Melody.
10.45—Tish Stories.
11.00—Mystery Baritone.

WTIC, HARTFORD

7.10—Baseball Scores.
7.30—Vocal Trio.
7.45—The Goldbergs.
8.00—Big Time.
8.15—The Three Hatters.
8.30—Scrapbook.
9.00—The Revelers.
9.30—Silkret's Orchestra.
10.00—Corn Cob Club.
10.30—News; Weather.
10.45—WTIC Revue.

11.30—Joe Candullo, and his Orch.
12.00—Collin Driggs, organist.

WLW CINCINNATI

6.45—Lowell Thomas.
7.00—Amos 'n' Andy.
7.30—Bob Newall.
8.15—Cigar Program.
8.30—Tax Payers League.
9.00—O. Henry Stories.
9.30—Canada Dry.
10.30—Marboro Band.
10.45—Peanut Pietro.
11.00—Crosley Follies.
10.45—Headlines of Yesterday.
11.45—To Be Announced.

WABC NEW YORK

7.30—Street Singer.
7.45—Bing Crosby.
8.00—Comedy Skit.
8.15—Barbesal Man.
8.30—Orchestra.
8.30—Broadway Tintypes.
8.45—Stoopnagle and Bud.
9.00—Orchestra.
9.15—Mills Brothers.
10.00—Music that Satisfies.
10.15—Musical Fast Freight.
10.45—Palm Beach Program.
11.00—Carille Tenor.
11.30—Redman's Orchestra.
12.00—Duchin's Orchestra.

CNRA MONCTON

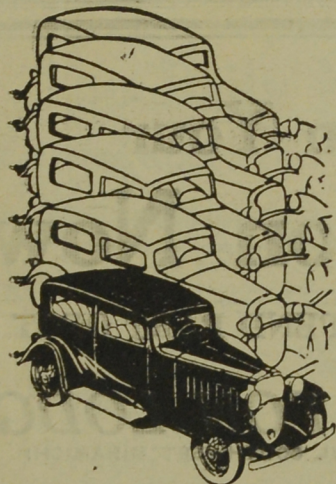
12.30—Musical Programme.
1.15—Weather, Time signals, Potato Report.
6.15—Dinner period of Music.
7.00—Our Jimmy.
8.30—Studio programme from Toronto Ont.
9.00—Studio Programme from Hamilton Ont.

OKAC MONTREAL

7.30—Dance Orchestra.
8.00—Orchestra.
8.00—Les Artistes.
8.30—Bastille Program.
9.00—Radio Theatre.
9.30—Guard's Band.
0.00—Montagnards.
0.30—Ployboy Houretail.
10.30—Orchestra.

TURRET CAR-A-WEEK CONTEST

Here are six winners in this
great handwriting contest



This week's (THE NINTH) CAR-A-WEEK CONTEST closes July 20, 1932. All entries mailed after that date will be entered in the next week's contest. The winner of this contest will be announced August 3, 1932.

NOTE

The only condition of entry in this contest is that you write the following on the backs of 4 front panels from empty Turret Cigarette (20's) packages with portion of excise stamp attached:—on the back of one panel, your name; on the back of another, your occupation; on a third, your street and town; and on the fourth, your province. Fasten the four panels together and mail, on or before the closing date shown above, to Turret Cigarette Handwriting Contest,

P.O. Box 2500 Montreal, P.Q.

Imperial Tobacco Company of Canada, Limited

Contest No. 1
Donat Cyr
Montreal, P.Q.

Contest No. 2
Adam Gracie
Hamilton, Ont.

Contest No. 3
Queenie Cather
Vancouver, B.C.

Contest No. 4
Lucien Racine
Limouliou, Quebec

Contest No. 5
Jas. G. Sterling
Verdun, Quebec

Albert E. Delamere

Implement Agent,
118 Eleventh St. West, Prince Albert, Saskatchewan

wins the sixth car
You may be a winner, too

And wouldn't it be great to be driving a new Chevrolet Standard Coach? Each of these winners has received his car . . . and the only effort to win it was submitting 4 specimens of handwriting on the backs of 4 front panels from Turret Cigarette (20's) packages (see full details at left.)

Remember — there's a new contest every week and the winner is selected for writing that reveals character or unusually interesting features. You may consider yourself a poor writer but you have just as good a chance to win as the expert penman. The committee of judges is headed by Mr. Frederic D. Jacob, for 15 years Dominion Government Graphologist, who gives 100 Free Graphological Readings each week to selected contestants.

The car will be delivered the day that the winner is announced.

