

MRS. T. A. GLOVER TELLS OF HER WORK IN AFRICA, WAS CHARGED BY ELEPHANT HERD

One would hardly believe that Mrs. T. A. Glover, who is short, slim and almost frail, and possesses a charming manner, is the same woman who kept raiders and animals at bay with a rifle and suffered the privations and trials of wading through tropical swamps, says the London Daily Mail. She and her husband recently returned to England from Africa.

"We were charged," she said to the Mail's reporter, "by a band of elephants, and we had to scramble through thorn bushes for safety. Our thin clothes were torn to bits. The elephants came at us helter-skelter, squealing as though they were mad. One female was wounded with our fire and we had to run for our lives. Then in Nola Middle Congo, we lived for months in mud amid a species of biting fly, and we were almost bitten to death. We had to wade through muddy water waist deep.

"We went down with fever. The tropical forest belt is terrible to traverse and we had a pretty strenuous time.

Capsize in Lake.

"We made a very good collection, but unfortunately lost a lot of our specimens in a tornado while crossing Lake Tchad, when our boat was overturned. We could not dry our specimens out.

"I shot a leopard one day, and when I approached it it was not dead and it bit me on the leg. I was laid up for six weeks. I killed it with my second shot.

"In the later part of our journey we were meeting very interesting people—cannibals and pagans, for instance.

"We were making a long trip by the Logone River in a canoe with a gang of Kroo 'boys', when we saw a putrid body of a native lying in the river. At night we saw the 'boys' chopping it up and sharing out the pieces. In fact, they will eat anything, even to the raw inside of animals, when they cannot get human flesh. They eat monkeys, regarding them as second best.

"We lived on bananas and native potatoes when we were not near a station, and I have eaten elephant's

wife often went short of food. They have brought back with them some pagan idols which they bribed a witch doctor to steal for them from a ju-ju shrine. They were ugly figures, and would give English people nightmares.

Mr. Glover said that their traveling was done on foot with porters, camels and scows, or in small boats. They were surprised to hear that they had been reported dead and could not understand how the report had got about.

When they emerged from the wilderness and reported themselves to a French outpost, the commandant said, "But you are reported dead!"

120 in the Shade.

Mrs. Glover recalled a march of sixteen days in search of water, when the temperature was 120 in the shade.

"Cannibalism is just as bad as it ever was in the interior. In most cases civilization only means a second-hand suit of clothes, which is never washed or cleaned. On the Logone River everybody goes about absolutely naked.

"There are all kinds of wild animals and the natives fear them. There is some sex symbolism among the women of one tribe in connection with the gorilla. When a gorilla is killed they take the skull and use it in their religious rites.

"The natives say the gorilla steals women out of the villages, but that may only be a superstition. They believe the gorilla was the first man God made.

"The pagan believes in a supreme being and that when a man dies he is transformed into a beast. After the children are born they are told that they belong, say, to a leopard or a lion tribe, and when they grow up they do not kill that animal.

"They believe that all the wickedness that happens in the world comes from evil spirits, and they put food out for the spirits to eat, although they know that the food may be taken by a lion. They believe the lion represents that spirit.

Women's Distorted Faces.

"All the women distort their faces, and this is a sign of beauty. The Sara people cut the upper lip and distort it to a length of twelve inches across. A woman there is simply a slave and can be bought for 4s."

Mr. Glover said that the expedition was intended to last eighteen months, but delays were caused through a native revolt. He and his

wife often went short of food. They have brought back with them some pagan idols which they bribed a witch doctor to steal for them from a ju-ju shrine. They were ugly figures, and would give English people nightmares.

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MONKEYS WERE ON RAMPAGE AT RACINE, WIS.

Racine, Wis., Sept. 10.—Nineteen monkeys invaded Racine's residential district yesterday.

Early risers saw policemen climbing trees, poles and roofs in search of simians that had troubled the sleep of housewives and brought calls for the riot squad.

Escaping from "Monkey Island" at the city zoo by swimming their water filled moat, the animals capered all over town. They tapped at windows; they knocked over milk bottles and they filled the night with eerie noises.

One housewife fainted when she looked out her window and saw there a hairy face and two bright eyes glowing in the darkness. Recovering she stumbled to the telephone and called for all the police in town. Her neighbors for blocks around seconded her plea.

The exhausted police, after capturing eighteen monkeys, decided to rest a while before looking for the nineteenth.

Game Violation

Whitman Haines, Devon Police magistrate reported a Game Act violation which was heard in the police court this morning. The offender was in possession of pelts out of season and a fine was struck.

Lima Beane says the loafer is the only man who has an excuse for not minding his own business.

LONDON AMUSED BY BITTER BUSINESS BATTLE BETWEEN FAMOUS AND WEALTHY PEERS

(Montreal Star)

London, Sept. 11.—Nothing so poignant can be remembered in the city as the warfare over financial procedure between Lord Kysant and his brother peer. Both have the highest record of financial attainment, yet each is at variance with the other regarding the best means of restoring prosperity to the vast \$350,000,000 shipping combine in which they are mutually interested.

The brothers are Lord St. Davids and Lord Kysant, multi-millionaires and pillars of British finance and industry. How long the fraternal scrap has been brewing nobody seems to know. But some time ago Lord St. Davids said some salty things and shipping stocks wet down with a bang. Lord Kysant replied more or less in kind and those shipping stocks went up with a whizz. The brothers afterwards met at an important business meeting and dismissed each other with a cold nod. Not a word was uttered between them.

Sons of Clergyman

The dramatic personae of this silent struggle is most interesting. The men are sons of the Rev. Canon Sir James Phillips, a clergyman and baronet in succession to very long line of baronets, but not well off in the world's goods. His sons, however, entered the financial world and became very wealthy.

Kysant's ships fly their flags in every sea on the globe. While Lord Kysant is at the head of them, his brother, Lord Davids, is one of the trustees for the first and second debenture stock of the Royal Mail Steam Packet Co. The other day, as trustee for the second debenture, he addressed a letter to the holders of the paper in which he said:

"The last issue of 2,000,000 pounds second debenture stock, was made

without my knowledge and the first intimation I had of it was seeing the prospectus in the newspaper with my own name upon it."

His Explanation

He said he could conceive circumstances in which his duty to the holders of the second debentures would conflict with his duties as trustee towards the holders of the first. His idea, therefore, was to ask to be relieved of the trusteeship of the second debentures.

Lord Kysant replied, quite frostily, without even mentioning his brother by name:

"I think it is only fair to refer to the attack that has been made upon the Royal Mail Company and on me personally by a relative of mine. The real object of this attack is unknown to me. I wrote that I would be pleased to see him and explain the whole position to him which offer he definitely refused in writing."

Fireworks Fizzled

The next day a meeting of second debenture holders was due. Both brothers were to be present and fireworks were anticipated. But the meeting was over in three minutes and forty-five seconds and nothing happened between the brothers except a formal nod.

Nothing to Add

Lord Kysant described statements circulated in the city about a possible reconstruction of the Royal Mail Company, as "absolutely without foundation" and said that for the first six months of this year the results obtained by that company were better than for 1928.

The statement had a reassuring effect on Royal Mail stocks on the Stock Exchange and there was a rise of 15 points in the Ordinary, but stocks of other companies in the same group were affected to only a small extent.

ENGLISH RAILWAY TRAVEL PRESENTS SOME DIFFICULTIES TO AMERICAN VISITORS

By Edwin G. Pinkham, of the Kansas City Star.

London.—A renowned general with an European mind once exclaimed of London, "What a city to loot!"

But I think he might better have exclaimed, "What a difficult city to loot!"

Not only would an invading army run the risk of getting lost here, but there is no city in the street fighting.

London grew up before city planning was heard of. I suppose foreign army staffs have their maps, but I would advise them not to depend on these too much. Streets change their names every few blocks and take queer and unexpected turns that bring you out in a quarter not at all in the direction you may have thought you were headed.

Or perhaps do not bring you out at all, like that street Dickens describes in "Little Dorrit" that "had got off from Gray's Inn road with the intention of running at one heat down into the valley and up again to the top of Pentonville Hill, but which had run itself out of breath in 20 yards and had stood still ever since."

You have to keep such places in mind when following directions given by a policeman, who always says, "Third turn to the right, second left, third right again."

But is every turn a street? Quite likely not; you have to make sure it is not a court or maybe a mews, which is the place where they keep the household cat. I link the Englishman's ability to find his way about London with his empire; it was his training in getting from Whitehall to Holborn that enabled him to find his way about the world.

Travel Difficulties

English railway travel presents, to an American, much the same difficulties he finds in exploring London. At home Americans are nursed overmuch in traveling. They yield themselves and their bags in

to the hands of train porters who coddle them throughout their journey and put them off at the right place, or what is left of them after they have been thoroughly brushed.

In English railway travel an American has to look out for himself as Englishmen do—and which Englishmen do very well, indeed, by arriving at the station early and taking possession of all the corner seats by the windows.

In the corridorless trains those in which the compartment extends the width of the car, the American accustomed to hand nursing will see neither porter nor conductor throughout his journey. He must discover for himself when the train gets to his station, open the door by himself, if he happens to have learned how, and drag his bags out by himself, which is done by bumping them along the knees of the English, who are forbidden by the English constitution to move their knees out of the way.

If you are going into the country by train from London it is well to proceed with some foresight. As London has no union railway station it is well to ascertain first whether your train departs from Victoria, Paddington, Euston, Charing Cross, King's Cross, St. Pancras, Liverpool Street or Waterloo.

When you have found your train and your third class carriage—you can tell the third class because it is always full, because there is no second, except, so far as I have discovered, on the channel port trains, and because the first class is always empty—you should find what time the train is due at your station.

The Boston Transcript tells of a two-pound baby that is being kept alive by feedings of small quantities of whisky, milk and water every four hours. However, in some minds 'twere better a millstone were hung about the neck of that infant and it were cast into the midst of the sea than it should go through life handicapped with that early stigma.

THE HOT WATER WAGON

(From Town Topics)

A cup of hot water on rising
A cup of hot water at noon;
A cup of hot water on going to bed
Sipped leisurely out of the spoon
Will act as a tonic for everything chronic,
And keep every organ in tune.

A cup of hot water reduces
A cup of hot water adds fat;
A cup of hot water will fill our your curves,
Or make you as thin as a slat,
And even for cancer you get the same answer—
A cup of hot water cures that.

A cup of hot water with lemon,
A cup of hot water with salt;
A cup of hot water with pineapple juice,
Or mint, or molasses, or malt;
If your nerves are unstrung or you've bitten your tongue,
The system 'twill superealt.

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- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore Street and Waterloo Row.
- 55 George Street and University Avenue.
- 56 Lansdowne and Waterloo Row.
- 57 Grey Street and University Ave.
- 112 Aberdeen and Smythe Sts.



Sealed Tenders addressed to the undersigned and endorsed "Tender for renovation and repairs, Quarantine Station, Partridge Island, N. B.," will be received until 12 o'clock noon (daylight saving), Friday, September 13, 1929, for the renovation of and repairs to the Quarantine Station, Partridge Island, N. B.

Specifications can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa and the Resident Architect, Old Post Office Building, St. John, N. B.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. Bonds of the Dominion of Canada or Bonds of the Canadian National Railway Company will also be accepted as security, or bonds and a cheque if required to make up an odd amount.

By order,
S. E. O'BRIEN,
Secretary,
Department of Public Works,
Ottawa, August 28, 1929.

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