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The Kind You Have Always Bought

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MOVEMENTS
OF THE STARS
IN FILMLAND

Shirley Mason, petite and attractive Fox star, has established in Los Angeles a hospital for cats and dogs. She leased a huge building, installed a veterinary and named the entire establishment the Mason Hospital for Animals. Many of the film beauties have already taken advantage of the hospital and are having their pets treated there.

Theda Bara has given up her work, or rather pleasure, of luring innocent screen heroes to their destruction and will now confine her efforts to actors of the legitimate stage. She will soon be seen on Broadway in "The Blue Flame."

Alice Joyce is becoming a race track expert since she commenced work on her next release, "The Sporting Duchess." She is familiar with every foot of the Belmont Park track and is now in New Orleans treading the sod of a track down there.

Mary Pickford has suffered a nervous breakdown after her work on her newest production, "Pollyanna," probably as a result of the spanking she is supposed to get in the child role of Pollyanna. At any rate she will be unable to resume work for a number of months. According to present plans Miss Pickford will sail for Europe in the spring to make pictures in France, England and Italy.

Douglas Fairbanks, jr., is following in the footsteps of his famous father. He recently tried to lasso a playmate in the lobby of an Atlantic City hotel. He succeeded in wrecking the chandelier and a set of staircase lights—but, as he wrote his father, "I could not help that, could I?"

Crawford Kent, well known for his work opposite such popular stars as Pauline Frederick and Marguerite Clark, plays a dual role in his starring vehicle "Other Men's Shoes," in which he portrays twin brothers.

Although James J. Corbett's entire stage and screen career has been built upon his really fine dramatic ability and not upon his reputation as champion pugilist of the world, audiences always demand that Jim show a bit of his physical prowess in any play or picture in which he may appear. In "Kentucky Jim," his next Universal feature, Corbett will have an opportunity to use his educated fists in a lively battle with the man who was his pal, but who turns out to be a blackguard.

REDUCTION IN
WHEAT EXPORTS

There are many handsome increases in exports to counterbalance increased imports, says a competent authority, but the outstanding feature is the enormous decrease of \$295,000,000 in the value of exports of grain, of which \$270,000,000 is due to a decrease in exports of wheat. There is a reduction in quantity of 150,000,000 bushels, from 215,000,000 bushels of all grains in 1913, to about 65,000,000 bushels in the year ending March 1919. In the item "cartridges—gun, rifle and pistol," which has figured so largely in our exports during the war, there is a decline of \$139,098,000. There is also a decline of \$12,000,000 in exports of flax seed. Against the decline in imports of pork there is a corresponding one in exports of bacon, but there is an increase of about \$28,000,000 in exports of meat and butter. There is an increase of \$14,000,000 in the item of ships sold to other countries. In our imports the totals of increases and decreases are not very far apart, but in exports we have the extraordinary conditions of increases amounting to \$110,000,000 and decreases amounting to \$443,000,000. Had we been as fortunate in the quantity of merchandise we had to export in the fiscal year ending March 1919, as we were in the previous year, our financial position would have been very different.

There is one comforting feature about our trade with the United States—while in 1913 we bought \$2.70, last year we bought only about \$1.50 of goods for every dollar's worth bought in Canada. While our purchases have increased in value by 65 per cent, theirs have increased by 180 per cent. Comparing the totals, the imports for 1919 are less by \$46,000,000 than in 1913, but as in the item referred to in past years, military stores, there is a decline of \$80,000,000 and another decline of \$17,000,000 in pork, both due to cessation of the war, the imports for ordinary purposes are much larger than ever before. The most notable increases are in traction engines, mainly for farming, about \$10,000,000, and in raw cotton about \$13,000,000.

AN INTERESTING WAR RECORD



(1) C. P. O. S. Empress of France. (2) The First Class Lounge. (3) The First Class Dining Saloon.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsation" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconsecrated since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 600 ft.; beam 72 ft.; depth (to D deck) 54 ft. 6 in.; and a tonnage of 18,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsation" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 6th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-6 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty, sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission.

From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keighley Peach, under whose flag she terminated her commission as an Armed Cruiser.

The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer was placed in charge and they were taken into a United Kingdom port for closer examination. This similarly applied to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests.

In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection Duty, the "Alsation" figuring amongst the number and being stationed on the North Atlantic route in

such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 30,000, principally Americans.

While engaged on Convoy Escort duties the "Alsation" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 14th, and redocked at that port on December 11th, 1918, having steamed a total distance on Government Service of 266,741 miles and consumed 170,571 tons of coal.

On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty for reconconditioning, being redelivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 26th.

Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the D.S.O. for services rendered, being succeeded by Captain Cook at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keighley Peach. Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and now commands the vessel.

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