

A Money Objective



IT is easier to save money when you have a definite object in view. SET yourself an objective, save systematically, and you will reach it.

THE CANADIAN BANK OF COMMERCE

Capital Paid Up \$20,000,000
Reserve Fund \$20,000,000

FREDERICTON BRANCH
Devon Branch
Stanley Branch

W. T. Gerald, Manager
E. W. Spurr, Manager
C. J. Loughlin, Manager

Delicious Dumplings
Made with PURITY FLOUR

Purity Flour makes better dumplings because it blends perfectly with the other ingredients.

Next time you make dumplings use Purity Flour and you'll have the lightest, fluffiest, most tasteful dumplings you ever made.

PURITY FLOUR
For all your baking

WESTERN CANADA FLOUR MILLS
CO., LIMITED Head office: TORONTO
Branches from coast to coast

Here's the Recipe
2 Cups Sifted Purity Flour
1/2 Teaspoon Salt
3 Teaspoons Baking Powder
1 Cup Milk
Mix and sift the dry ingredients; mix with the milk and drop by spoonfuls into the boiling stew. Cover tight. Cook 10 minutes.
As an alternative, these dumplings may be dropped on a buttered plate and cooked in a steamer over fast boiling water.

Get the
PURITY FLOUR
COOK BOOK
Send 30c in stamps for the 180-page Purity Flour Cook Book. Sent Postpaid

RED ROSE
"is good COFFEE"

SOUTH AFRICA
WON MATCH FOR
DAVIS CUP

London, May 3—South Africa today eliminated Portugal in the first round of the Davis Cup play in the European zone and will meet Austria in the second round.

The South African victory was clinched today by the victory of J. J. Lezard, who defeated the Portuguese player Casanovas 6-4, 6-1, 6-2. South Africa won three of the four matches played.

SMILES.

(By Sterling Brannen.)
Perhaps there is more in a bald head than appears on the surface. A thick tongue is in a thick head. A plain cook may do fancy cooking, and vice versa.

No matter how dry the weather, stenographers need rubbers. Bootleggers mostly have liquid assets.

A bank overdraft is nothing to your credit.

Some of us have hard sledding all the year.

A barber's patrons could appropriately be called PATIENTS.

In a dentist's waiting-room there's no impatience at delays.

A tramp is of a retiring nature.

A tramp never aspires to be a K. C. B.

Funny, you sharpen a PENCIL with a PEN knife.

Linen tablets must be hard to swallow.

Suggested cereal adv.: "HAD YOUR OATS TODAY?"

When on skis, never sneeze.

Economy begins at Church.

A fly in the milk is a fly in the ointment.

Is there a ukelele in your home? Keep it quiet!

BETTERMENT SHOWN.

Ottawa, May 3—The operating deficit of the Canadian Government Merchant Marine in 1925 showed a betterment of \$492,826 over 1924, according to the annual report tabled in the House this afternoon.

FIVE DAYS OF FISHING BROUGHT
A CABLE IN MID-ATLANTIC;
MILLIONS HINGED ON EFFORTS

Fayal, Azores, May 3—The deep, black Atlantic wave mountains roll on endlessly, kicked up house high by the furious northwest wind. The sky is leaden. For eleven days and nights our cable steamer has been rolling in this sea. Only once did we see the smoke of another steamer.

The ocean here is void, and the cable ship is pursuing its lonely path.

We had to repair a broken transatlantic cable of the line between New York and Fayal, and therefore our steamer, the Great Westerner's Colonial, had gone out to the very midst of the ocean.

We found the water was 3,000 fathoms deep. Three miles to the unexplored bottom of the Atlantic! But somewhere in that depth lies the nerve of the world, the cable, and it thrills with the messages of the people of two hemispheres. The Azores-American cable must be hauled on board and repaired. Of course, such repairs are not rare, but they seldom have to be done out on the sea, usually only near the shore, where a ship lets its anchor drag negligently.

Clasped to Bed of Sea.
How repair a cable in the very heart of the Atlantic? A cable hardly an inch wide. The water pressure of many thousands of tons holds it clasped to the bottom of the sea. Unknown currents deep down in the ocean may have washed it miles away from the spot where it was laid decades ago. It is thousands of kilometers long—who can tell where the defect is located?

The Azores-New York cable is 2,328 miles long. Precise machines at the end stations in New York and in Fayal register the resistance of the current of this cable. The normal figure is 4,555 degrees; that is, each mile of the cable has a resistance of two degrees.

With this figure the cable is intact. But of late it registered only 2,312 degrees in New York and only 1,444 at Fayal. The cable was defective. According to estimates, the defect was to be sought around 1,600 cable miles east of New York. The Colonia, therefore, drove out in the heavy northwest gale. It found the place 1,600 miles east of Sandy Hook and fished five days for the cable. The five-fingered grasping hook was searching on the sea bottom incessantly. Day and night the Colonia swam about in a slow pace, from north to south, and from south again to north.

Watch Day and Night.

Day and night the engineers stood watching at the dynamometer and looked at the red needle on a horizontal scale which indicated the resistances in numbers of tons. A hundred times the machine telegraph gave shrill signals to the engines, and the ship stopped to haul in the hook. Very slowly the steel rope was wound up over a drum on board. The steel rope is hardly as thick as a man's thumb, but it is 6,000 meters long and can lift forty tons. It is worth \$2,500,000, and each unexpected turn of the winds may tear this heavily burdened rope.

Now and then the red needle jumps back a few hundred fathoms. This means that the hook has lost its prey. Somewhere it has come upon a submarine obstacle, perhaps a rough rocky wall. After hours the hook comes on board and brings along a very heavy beam, the remainder of a wrecked ship. Which ship? When wrecked? Whence did it come? Nobody knows the answer.

On the sixth day the hook works with great regularity and finds the cable. The hook has a cutting edge so as to slash the cable as soon as it finds it, clutching only one end of it instead of hauling up the entire tremendous weight of the whole cable. The end which the hook had caught was carefully brought on board. It was the end that connected with America.

1,600 Miles of Cable Intact.
The engineers connected it with the galvanometer, which lay in a small dark room under deck. When the cable steamer lays a new line it is in constant connection with the station where the work of cable laying started and it is in connection with the station because of the apparatus in that small dark room. A thousand miles of cable may be sunk in the ocean, .090 more miles may be rolled up in the store-room of the ship—the cable dispatches from the sending room of the cable steamer run through the entire 4,000 miles to the furthest shore.

The end we caught gave a perfect connection with New York. The 1,600 miles of American cable thus were intact. New York apparently controlled this part of the cable without any difficulty. It gave signs of complete control till the Colonia landed in Pim Bay, on Fayal. The obstacle, therefore, must have lain somewhere more eastward. Apparently a submarine earthquake had torn up the bottom of the sea and damaged the cable, which, strange to say, showed no traces of animal or plant life.

On other cruises we usually hauled up strange plants and animals up to 1,000 fathom depth. But this cable, which lay for decades at a depth of 3,000 fathoms, showed nothing but slight mineral crystallizations on the gutta-percha insulation cover, which had remained unchanged since the day when the cable had slipped down to the bottom of the Atlantic Ocean. The great cold of the deep sea, which is always just a bit above zero, had kept away all life and preserved the cable.

A thousand miles of new cable lay in the storeroom of the steamer. The repair could be done in no other way than by attaching a new cable to the old one. The weather made it almost impossible to look for the other end of the cable and to find its defective spot. It might have taken months, and every day cost \$3,000. So the old cable was welded into one with the new cable and was sent down once more to the bottom of the sea. It was a wild, storming and rainy night. Like a black serpent the cable rolled overboard. The engineers held close watch in front of the scale of the dynamometer, which showed the figures 39, 40, 50, 60, 70 and so on. Each figure meant a hundredweight. Unusually the free pending end of the cable weighs two or three tons before touching the surface of the water. Of course the more water it displaces, the deeper it gets, the lighter the cable weighs on board.

But now suddenly the dynamometer went up considerably—80, 90, 100—120! What has happened? For moments it wavered between 130 and 140. The cable would have to tear! The pending piece of the cable reached the weight of seven tons—that is, it was above the limit the steamer could stand. And just then there were great depths in the sea indicated by our map. If the cable touched no ground for many more miles it would have to tear and disappear in an endless depth, where the diverse currents would make it impossible for us to find it again.

The whole crew was alarmed. The breaks required the greatest attention now. The pulling power of the cable had become so great that it threatened to tear out all the rest of the cable which was rolled up in the storeroom.

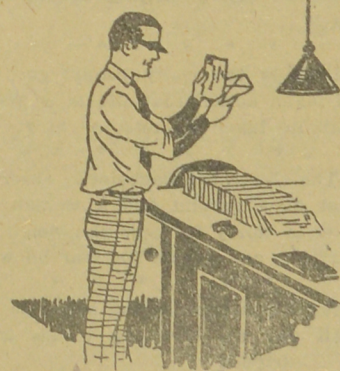
One moment of negligence—and hundreds of miles of cable would shoot without any resistance down into the ocean, while destroying everything in their course.

The tragedy of the first cable ship of the Great Western, revived terribly in our memory. . . . Then, thank goodness the dynamometer showed a reaction. But once more it went up dangerously and threatening.

For twenty-four hours the Atlantic cable was in constant peril. Then the ground of the sea became regular and the laying of the cable went on without disturbance. The new end of the cable was fastened at Fayal a few days later.

The Reverend (reading marriage service)—Let him now speak or hereafter forever hold his peace.
Groom (flustered)—I will.

BLUNDERS



WHY IS THIS WRONG?

One of the many annoyances that the postal service has to contend with is the receipt of bundles of carelessly sealed letters, many of which are stuck together. Since letters can be run through the cancelling machines only one at a time, all those stuck together must first be pulled apart by some postal employee. This may result in mutilation of the addresses or in placing the letters to one side until other mail has been handled.

Here and There

Nels Nelsen, world's amateur ski champion, gave an exhibition at Shawbridge recently under the auspices of the Montreal Ski Club. Mr. Nelsen holds the record for the longest ski jump in the world, either by amateur or professional ski experts. At the Revelstoke, B.C., ski jump he attained a distance of 240 feet, two years ago. This has never been equalled or attained before or since.

The Prince of Wales spent a day inspecting the British Industries Fair at Birmingham, England, recently. When in the course of his tour he came to the important exhibit of the Canadian Pacific Railway, he stopped, smiled and exclaimed, "Good old C.P.R." On leaving the Prince's verdict was, "It is a splendid fair and I hope it meets with the success it deserves."

Shipped to the Governor of Sierra Leone, South Africa, before Christmas in care of the Dominion Express Company, the receipt of two cases of apples from the Ontario Department of Agriculture has been acknowledged by the Governor's secretary. The latter states that the apples, Baldwins and Northern Spies, arrived beautifully packed and in perfect condition.

General meetings of the Montreal Railway Officers have been held in Montreal arranging for the forthcoming convention of American Railroad Superintendents. The convention is to take place on June 15 to 18 next, and will be attended by railroad superintendents from all parts of the American continent. In all, about eight hundred or a thousand are expected with their wives.

With E. W. Beatty, President of the Canadian Pacific Railway, as one of its patrons, the Red and White Revue, an annual Musical Show, written, produced and acted entirely by McGill Students, was offered to five capacity houses at His Majesty's Theatre at Montreal during the first week of March. This was the third edition of the Revue produced by the undergraduates of McGill University.

One of the largest and most valuable collections of Chinese Jade that has ever crossed the Pacific Ocean was carried off the Canadian Pacific liner "Empress of Russia" when the vessel arrived at Vancouver recently. The entire collection is the result of nine months excavation in the central and northwest provinces of China. The collection was brought by A. W. Behr, well known collector of New York city.

The Annual Italian Trade Fair, to be held in Milan, Italy, during the month of April, has the support of the Italian Government and all the commercial and industrial associations of the country. Judging from the applications already on hand from those wishing to participate it should be a marked success. This exhibition should appeal to Canadian manufacturers and merchants who wish to increase trade between the two countries.

Arriving at Vancouver recently on the Canadian Pacific liner "Empress of Russia," three scientists, Captain L. Dominick, of Yale University, and Wilson Powell and Adrian Rubel, of Harvard, told of photographing the total eclipse of the Sun at an approximate cost of \$30,000 a minute. The three astronomical students were members of the Swathmore college expedition who journeyed to the Island of Sumatra to photograph the latest eclipse of January 14.

To Fish Cain's River.

Several American anglers arrived at noon today and registered at the Queen enroute to Cain's River to fish salmon with W. H. Allen as guide. Included in the number are Edward G. Taylor and Augustus D. Curtis of the Chicago News. They have fished the river before. Others in the party are John Ganeton of Akron, O., Joe Ink, Joe Hale, Ralph Hogan, Charles F. Ink of Canton, O., Wm. Falsom Merrill and Thomas Vickers of Skowhegan, Me.

CANADIAN NATIONAL RAILWAYS

CHANGE IN
TRAIN SCHEDULES

Effective May 2nd, 1926

For Further Particulars
Apply To
Ticket Agent

Where An American
Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE
ADVERTISEMENTS EVERY DAY