

THE HISTORY OF BIG SAFES NOW NEARLY A LOST ART; SMALLER STRONG BOXES USED

(New York Sun)

"The hoisting or lowering of a safe, especially if it is a big one, never fails to attract a crowd," remarked a man who has devoted some of his life to the business of an executive, but who knows the fine points of safe moving, nevertheless. He has given some of the time to the study of the human side as it applies to the men who move safes and he has found them interesting.

"Do you know," continued this official, "that the men who move safes are a superstitious lot—so much so that when one of them gets killed in the performance of his work the rest of them lay off sometimes for a week?"

"Where will you find this condition in any other line of endeavor? You have your Fire Department, Police Department, Post Office Department, elevator operators and hundreds of other callings where large numbers of men are employed, and yet when one of them gets killed at work the rest do not think of laying off.

Not To Be Blamed

"But the safe men do just that, and I suppose that you can't blame them for showing such outright respect for the memory of one of their crew who has worked and sweated alongside of them on many occasions. Probably there is just a little bit more intimacy in the calling than there is some other lines; the men are brought closer together, they face more dangers together, and naturally this tends to develop a close-knit friendship.

"As I was saying before I switched off to the human phase of the business, the hoisting or lowering of a safe never fails to attract a crowd. This is more noticeable at present than it ever has been before, because there is less opportunity of seeing a safe swinging from the window than there used to be. The reason is that fewer safes are being handled in this way, for the obvious reason that big safes are out of date. The small safe, one just big enough for office use, still remains, but the giants have gone. Those businesses in which big safes are required now have their safes built in while the building is in the course of construction. Then there are vaults for holding the large sums of money used by banks, insurance companies and so on.

"Therefore, it gets down to the

point where safes are of such size now that it isn't necessary to hoist or lower them. When they are only of office size, or small, they can be rolled into freight elevators in the big buildings or lowered and raised on the lift. Steel cables have no difficulty in doing the work of lifting that the safe men ordinarily have to depend upon ropes to do, and then there is no danger of the cables breaking as the ropes sometimes do, causing serious accidents. It's a better arrangement all around; much quicker and more satisfactory for all concerned.

The Crowds Love It

"And yet, how the crowd does like to see a safe being lowered or hoisted. Just look now at that corner; there you see what is now an uncommon sight even in New York. A big safe being lowered or hoisted from the fifth floor by the use of outside tackle. See how nice the safe men have rigged up the supporting beams for the big three-way pulleys a couple of floors above the window from which the safe will emerge. That's one of the important things about making the job safe—the supports above.

"Now you see the safe appear in the window. It's a big fellow, and should it come down it would probably bury itself in the sidewalk. Woe to the human caught under that mass. Yet, such things have happened and these safe men know it. Can you blame them for being careful, even though they do appear to be oblivious at certain times to such danger? Even now you can see that big husky walking around right under the suspended mass. He surely would have to step lively if the ropes should part and the safe took a plunge forward. But I suppose those risks are considered part of the job.

"The 'engineer' has now started the winch in the front section of the truck and you can see the safe moving upward, but the rise is only to put it in a position to be lowered. See the guide ropes steer it in its descent and keep it from smacking against the facade of the building. Now it's being lowered and soon it will be resting on the sidewalk. When it is the ropes and chains will have to be adjusted with a niceness which will ultimately place the safe on its four casters. That is an art in itself and consumes more time than you would imagine."

DESCRIBING WORK IN THE MAKING OF MOVIES

By JACK CASEY in
Chicago News

Hollywood, Cal.—One of the most fascinating of all phases of picture-making is miniature work. Incidentally it is one of the most exacting and expensive. Practically all the larger studios out here have tanks on the lot where miniature work is done. They are huge tanks and have immense board backgrounds of ultramarine or some color that will photograph like a distant sky and soft enough to give off no tell-tale highlights, which would reveal it for what it is—a stationary back drop.

The finest miniature set we ever saw was a duplicate of the harbor at Havana, Cuba, and much of the coast line. There was Moro castle, the immigration station, wharves, light-houses, part of the city, the slope back to undulating hills, distant buildings and residences. Anchored offshore were a number of miniature war craft and pleasure boats; also a revenue cutter or two. The set was built of wood and clay and was an exact duplicate of the Cuban scene, reduced to scale and kept in proportion to the sixteenth of an inch. Yet the set was big enough to hold half a dozen men. It was painted when finished, by an artist, the coloring being as exact as the measurements, and then floated by a crew of hands in the pool and made fast. The set was built for the Clara Bow story "It," which called for the wrecking of a pleasure yacht in the Havana harbor. The yacht was duplicated in miniature, also the craft with which the story called for it to collide. Both were beautiful bits of handicraft.

The day the wreck was "shot" a bit of tarred twine was lighted and inserted in the yacht's two funnels. The smoke rolled out with all the realism of a speeding craft. There was also inserted in the yacht a portion of explosive, the story calling for it to explode and be wrecked completely. The yacht and sister craft was manipulated in simple fashion. Stage hands pulled them with strings fastened to their bows under water. Now in order that such miniature activities should appear on the screen as actual life-size doings the camera must be handled in proper perspective to the objects. So the photographers—there are always two, first camera man and second camera man—"shot" with their machines on the level of the water line, the tripods supporting

them in the water proper. Yet on the screen that "wreck" and its Cuban background fooled folks who had sailed in and out of Havana harbor time after time. It even fooled Cubans, we learned. Thus the art of the movies.

All such wrecks and train wrecks are miniatures nowadays. Bridge caveins, building collapses, major fatalities of all kinds. Once upon a time such shots were the real "McCoy," but no more. The producers discovered that more often than not the genuine wreck looked phony while the miniature looked great.

Miniature shots are seldom detected. It takes a picture-wise person to catch one. How many know that practically all of the big guns fired on the screen in war plays with the accompanying rumble of the trap drummer are miniatures? Hold up your hands. There, not a hand went up. We thought so. The reason that detection is difficult is that the shots match in perfectly with the camera work done on the regular scale. For instance not far from the Lasky tank that held the Cuban scene was a section of a yacht with bulkheads built to size. Shots of drama erected here followed the wreck, or were spliced in between the cut-up miniature footage, and then came the "wreck of the yacht, built to regular size, with drama about it ashore. And then how little one looks at such things with the insouciant, shapely, leg-revealing Clara Bow gyrating about? Ah-h-h-h how many? Don't lie now Zeke. It's nothing to be ashamed of.

Miniature camera men are highly paid. They are high hat boys in the racket. They boss all the doings when they're working and heaven help the stage hand that blunders or ruins a good shot. The craftsmen who build the set and plan the scenes with the skill of architects are experts in their line. There are not many available with picture experience so they are highly paid with long-term contracts. They in turn have under them artists and designers. Every set of consequence to be used in a motion picture is planned, drawn and colored by these gentlemen and submitted to the supervisor of the picture. They are scaled to measurement and when okayed carpenters assemble on the stage assigned and the sets are built. In this picture game they'll turn you out a miniature and life-size segments of the Field museum in a couple of days and to go you one better fill it with wild animals that would turn a museum curator's hair upside down. In fact they can duplicate everything but a producer. Fortunately there's no duplicating picture producers.

HON. MR. BENNETT TO VISIT SAINT JOHN, JULY 25

St. John, July 17—Plans have been completed for the entertainment of Hon. R. B. Bennett, leader of the Conservative party in the Federal House, during his visit to Saint John, according to an announcement made Monday by Thos. Bell, M. P., who has been in charge of the arrangements in New Brunswick.

After the reception given Mr. Bennett at Hopewell, the party will come to Saint John on July 24, arriving here that evening by automobile. Miss Mildred Bennett, sister of the Conservative chief, will accompany her brother on his tour of the Maritimes, and he will be joined at Moncton by his brother, Capt. Ronald V. Bennett, and the latter's wife.

On the following day, Hon. Mr. Bennett, will address a combined luncheon meeting of the Saint John men's and women's Canadian Clubs in the Admiral Beatty Hotel, and in the afternoon he and Miss Bennett will be guests at a public reception in the Pythian Castle. The party will leave the next morning by the steamer Empress for Digby.

Man wanted but little here below until he saw that his neighbor had more.

If the people who control the price of liver begin at any time to become nervous over the question as to how long they can continue to boost the cost, they might try the idea of selling it on prescription.

Few of our girls boast personality plus.



Reduce the Acid

In sick stomachs—instantly

Sick stomachs, sour stomachs and indigestion usually mean excess acid. The stomach nerves are over-stimulated. Too much acid makes the stomach and intestines sour.

Alkali kills acid instantly. The best form is Phillips' Milk of Magnesia, because one harmless, tasteless does neutralizes many times its volume in acid. Since its invention, 50 years ago, it has remained the standard with physicians everywhere.

Take a spoonful in water and your unhappy condition will probably end in five minutes. Then you will always know what to do. Crude and harmful methods will never appeal to you. Go prove this for your own sake. It may save a great many disagreeable hours.

Be sure to get the genuine Phillips' Milk of Magnesia prescribed by physicians for 50 years in correcting excess acids. Each bottle contains full directions—any drugstore.

CHRYSLER'S DE SOTO

The new De Soto (Chrysler's new Light 6 Cylinder Car) is coming to Fredericton about August 20th.

For the present, it will not be sold by any of the established automobile dealers, consequently, it will require for a time:—

First—A show-room to be used until a regular garage can be constructed. Parties having suitable premises will please communicate with us.

Second—or the present, it will require one or more automotive salesmen to properly introduce the line. Experienced men please apply stating whether they wish to work on salary or commission.

Third—We are starting to introduce a car of which Mr. Chrysler says:—

"In no previous achievement of the Chrysler organization have I felt so great a pride as in the creation of the De Soto Six.

I believe that you will find in the De Soto graphic evidence of the great strides which scientific manufacturing has taken in so short a time as twelve months in very greatly increasing the buying power of the motor car dollar.

That, it seems to me, quite aside from its beauty and its unusual performance capacities, is the special significance of the De Soto Six; that the progress of the past year in manufacturing efficiencies and economies has made it possible to give in quality infinitely more than anyone has heretofore been able to give.

The De Soto Six is not merely another automobile.

When I tell you that De Soto beauty, performance, smoothness and luxury are of a character of which Chrysler engineers are proud, I cannot say more.

De Soto is the perfected result of more than two years' careful study of market conditions and the changing needs of public transportation; it is the pre-eminent expression of the miraculous achievements of the past year in manufacturing science.

At the prices at which De Soto Six will be offered to the public, I am confident it will prove one of the most saleable cars ever presented."

As we are a new organization we have not any prospect list and if you are interested in a new car, we would like you to drop us a line and we will arrange to show you the wonderful De Soto immediately after its arrival in August.

Please let us hear from you.

DE SOTO MOTORS

P. O. BOX 684,
FREDERICTON, N. B.

REAL NORMANDA ARE TAKEN FROM ANNIDALE COPPER MINES IN KINGS CO., N. B.

(Journal of Commerce)

Copper ores received this week from surface showings and from the new shaft being sunk on the property of what is known as the Annidale Copper Syndicate in New Brunswick, have all the appearance of samples which might have been "picked" and sent in by the Normanda people on their Rouyn property, so high are the copper contents.

It is quite certain that such samples now on view at the offices of the company would create a furore if found in those inspiring districts, where thousands of companies abound with more or less success, in Northern Quebec, or Northern Ontario.

A Miner's Proposition

This copper area in Kings County, 1½ miles from Annidale station, where the C. P. R. operates, was located about thirty years ago by Thad Dick, a miner and prospector. In 1902 he and his brother Edward, with G. W. Gannong, of Saint John, purchased a lease of the territory adjoining the discovery, and they worked spasmodically, returning to the property from time to time, and sinking numerous short shafts.

In 1916 they shipped two carloads of ore to the United States Metal and Refining Company, and netted, after all expenses the considerable sum of \$2,423.36. Since their death, the property has been neglected, and the shaft completely waterbound.

A Change in Policy

In this connection, it may be said that the entire mineral areas of New Brunswick for a quarter of a century have been "pegged" from the average

citizen, with the sole object of sitting on the property until something turned up. In the case of the Dick brothers, they were repeatedly offered terms of purchase by interested professionals, but insisted that what was good enough for a purchasing company was even better for themselves. This policy, aided by the laws of the province, seriously retarded progressive development of the mineral areas of that province.

A Two-Year Leeway

In the last session of the New Brunswick legislature, however, a bill was passed, giving all holders of mineral rights two years to show proper exploitation of their holdings. This law now is in force, with the result that these amateur and for the main part, impoverished lease holders, are desirous that outside capital be brought in, in order to save what interest they may have in the possibilities of their individual claims. It is due to this very sensible legislation that so much mining work is now in progress in the Province of New Brunswick.

Square Mile of Holdings

The Annidale Copper syndicate owns one square mile of this territory, and have leased some 400 or 500 acres on each side of their present territory. The mining operations today are centered upon a new shaft, some 300 feet from the old-water-bound shaft, the dip of the vein signifying probable contact at about the 50 to 75 foot level. Samples sent in this week from the present level of the shaft, 35 feet, show ore astonishingly rich in copper contents, though

the main vein has not yet been reached.

Canadian International Corporation
The Annidale Copper Syndicate is owned and controlled by the Canadian International Corporation, which company is privately financing the initial development work on the copper property. It is the intention of the Canadian International Corporation to form a separate company to exploit the Annidale property, when the main vein has been cut in the shaft now being sunk. The syndicate some months ago shipped a carload of ore to Europe, which on straight smelter returns gave 7.3 p. c. copper contents.

The permanency and extent of average ore contents have yet to be proven, but the main vein is so well defined that the utmost hopes are held for definite success.

Such developments will be interesting to all Canadians who have the country's good at heart, especially as success in this particular direction, will materially assist the progress of those provinces which have felt themselves isolated from the more successful provinces to their west.

An Official Estimate

In a report on the district of the Annidale field, by the Federal Department of Mines, little definite information is forthcoming owing to the flooding of the shaft, which prevented detailed analysis but some assurance that the present owners are working on sound lines may be gathered in the closing paragraph, as follows: "All that can be stated regarding the future possibilities of the property, is that the abundance of the mineralization here and there, and especially near shafts, 2, 3, and 4, indicate that a workable copper deposit may be present in the mineralized belt."