



## When Food Sours

Sweeten the stomach—instantly

About two hours after eating many people suffer from sour stomachs. They call it indigestion. It means that the stomach nerves have been over-stimulated. There is excess acid. The way to correct it is with an alkali, which neutralizes many times its volume in acid.

The right way is Phillips' Milk of Magnesia—just a tasteless dose in water. It is pleasant, efficient and

harmless. It has remained the standard with physicians in the 50 years since its invention.

It is the quick method. Results come almost instantly. It is the approved method. You will never use another when you know.

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.

## SHIPS FREED OF BARNACLES TO SPEED TRIPS TO TROPICS

Greater competition in the Far East, African and other equatorial trades, which demands more freighters and quicker trips, is responsible for intense activity in New York shipyards where many ships bottoms are being freed of tropical marine growth which is a recognized impediment of speed.

About fifteen freight companies operating between the United States and the tropics place each of their ships in a New York drydock for a thorough scraping once, twice or three times a year to assure the maintenance of rigid schedules and the prompt deliveries of cargoes.

### Barnacles Slow Up Ship.

An accumulation of marine life on the sides and bottom of a vessel is sufficient to diminish her speed from one to two knots. In sending a ship around the world, this would mean the delay of a week or more, serious loss of time in these competitive days. The Prince Line, which operates a fleet around the earth in cycles of three months and eighteen days, places each of its motor ships in drydock at the end of every voyage so as to maintain a standard speed of fourteen knots.

Weeds and barnacles are the two forms of marine life that cling to a hull. Nurtured in warm waters, they fasten themselves to the sides and keel generally when the ship is at anchor or alongside a dock. The less time in port the less likely is a vessel to accumulate these growths.

### Fresh Water Kills Growth.

Fresh water is a natural destroyer of growth. Steamers running into the Mississippi River need not be drydocked as often as most ships, because of the cleansing effect of the fresh, swift-flowing stream.

Any New York shipyard can scrape away growth and apply a protective coat of paint to a ship in a day. As soon as the vessel is high and dry on the keel blocks, workmen attack the weeds and barnacles with long-handled scrapers and wire brushes. The barnacles, which are shells an inch or two inches long, are found on the keel and sides of the hull, and the grass, which reached a length of two feet, is usually found on the sides. The barnacles are the more adhesive.

### Problem For Marines.

Growth has always been a problem to the mariner. When a sailing ship cruised the Pacific or Spanish Main 150 or more years ago, there were no drydocks into which she could drop. Neither, of course, were there any rigid sailing schedules; but the marine grasses those days could pull against sail ten times stronger than they could against steam and electric propulsion.

Careening and not drydocking was the remedy then. An explorer, merchant or buccaneer engaged on a long voyage would have to beach his ship several times, and, propping her up on one side, burn off the foul substance. For these operations sandy shelters,

## CROPS BETTER IN DOMINION THAN LAST YEAR

Ottawa, Oct. 19—Increases in the apple, potato and grape crops for 1928 are forecasted in a Canadian fruit crop report issued today. The Ontario onion crop is expected to show a reduced production, but the British Columbia production is stated to be the best in several years.

The commercial apple crop for 1928, according to the fruit branch of the Department of Agriculture is estimated at 2,958,360 barrels, against 2,811,100 last year. Potato production for the whole of Canada indicates an increase of nine per cent. over last year, with 50,724,000 cwt., as compared with 40,458,000 cwt., in 1927. The grape crop in the Niagara district is most promising for a heavy yield, being estimated at 52,000,000 pounds against 34,560,000 pounds in 1927. In onions the combined movement from the commercial car lot shipping districts in Essex and Kent counties, in Ontario, is estimated at 560 cars against 1,000 cars in 1927. The onion crop in British Columbia is estimated at 8,730 tons, against 8,230 in 1927.

The report is based on conditions as of October 1, which are the last to be reported for the present season. The estimate for the commercial apple crop gives a crop with a slight reduction of two per cent. compared with the September estimates, but five per cent. increase over the final estimate a year ago, and five per cent. decrease of the five year average.

Blake—You said Binks bought enough bootleg to last him a lifetime? Why, he only bought a half pint.

Drake—Well, that was enough.

as on the Island of Saint Domingo, were discovered—places where sailors could tent and hunt and not be exposed to attack from savages.

### Leaves Prisoners Behind.

The last "pirate" whose adventures came to an end while careening, was Count von Luckener, captain of the German raider Seeadler, during the World War. After sinking more than a score of Allied ships, he beached his vessel, a former American bark of 1,571 gross tons, on Lord Howe Island, in the South Pacific, to remove the growth. While the cleaning was in progress a storm arose and imbedded the ship in the sand. The crew escaped from the island in two boats, leaving forty-seven prisoners behind.

## TELLS HOW A DIVER CHEATS THE OLD OCEAN OF ITS PREY; SALVAGERS SAVE BIG SUMS

The sea is a smiling witch one day—a terrible monster the next. With strength incomprehensible to the man who has not fought it, the combined force of winds, waves, currents, and tides make piles of splintered wood and steel from the best of man's seariding constructions, tells Captain T. P. H. Whitelaw in the Popular Mechanics Magazine.

But, though we cannot hold the wind-jammer or the liner out of the grip of the sea, mechanical developments in the art of salvaging have brought us to the point at which, like surgeons, we are able to save life after an accident. For ships, let me say, have individuality, each leading its own life, sometimes against the will of man. Some ships survive almost incredible disasters, as do some men, while others leave their wood and steel bones on the first reef against which they are thrown.

Yet few ships, unless they are sunk in deep water through collision with other ships or with icebergs, need be listed as losses, provided the salvager is equipped with proper tools, adequate barges and tugs, and trained divers. A tug recently completed a 4600-mile voyage to pull an American steamer off a rock in the South Seas, and succeeded in saving ship crew and the greater part of the cargo. Many years ago, a steamer from San Francisco went to the northeastern coast of Siberia, released a lumber schooner frozen in a huge ice floe, and both vessels returned in safety.

### Vessels Must Float.

The underlying principle of all victories won over the sea is to compel the wrecked vessel to float. The hull cannot be lifted from the sands or the rocks, because the wrecking ships cannot get sufficient "purchase" on the surface of the sea to give their cranes enough leverage to raise several thousand tons of water-filled hulk. Therefore, the ship salvager must do the same thing that the shipbuilder does—he must create an artificial buoyancy within the hull great enough to make the vessel lighter than the water she displaces and he must do it under conditions far more difficult than those confronting the shipbuilder. In accomplishing this result, the salvager is constantly confronted by new conditions, for no two wrecks are alike.

Take the oil tanker Rosecrans, which went on a reef on the Oregon coast, with the loss of twenty-three men. They told me I could not save the Rosecrans, but I did. Though the distance from her topmast to her keel was 140 feet, the white-lipped waves rolled their spray so completely over her that sometimes she was hidden entirely from the view. About six feet of rock, some ten feet wide at the base, projected into the hull of the tanker. This could be reached only from the inside, but the opening into this section of the hull was so small that a diver, fully dressed, could not pass through it. The only way to save the ship was to remove this rock. So I put a small charge of dynamite under one of the deck plates, blew it up enough so that the men could remove the bolts and take off the entire plate. The divers went down through this hole and placed a tiny blast in the rock, blowing it up gently, inside the hull, yet without damaging the ship. Then steel plates were bolted across the hole.

### Filled in Cement.

These plates did not fit tight, owing to the jagged shape of the hole, so we filled the crevices with cement. The tide, of course, was moving in and out of that hole all the time, while the surf, pounding against the bottom of the ship, added to the difficulty of getting both plates and cement in place. To enable the divers to work, we installed pumps, forcing water into the hull while the tide went out, and sucking it out as the tide came in. This equalized the pressure until we got the plates down and the cement set.

When virtually all the leakage was stopped, we passed chains and hawsers to the hull from the salvage ship, Greenwood, and started to pull the Rosecrans off the rocks. We had been working on her for nearly twenty days, and, quite naturally, the tanker had settled, somewhat. With the spring in the hawsers, the power of

the salvage tug and the force of heavy waves which struck her just as the tug started to pull, the tanker leaped from her bed like some living monster of the sea and dashed straight at the little Greenwood.

Instantly, we cut the lines, turned the tug hard astern, and the great tanker dashed past, not twenty-five feet from the salvage vessel. A moment's delay would have seen us all in the water, with our tug smashed to toothpicks. Then we had to overtake the Rosecrans, which dashed out to sea, and "rope" her, much as a cowboy ropes a runaway steer. She was towed to drydock and thus a quarter-million-dollar ship was saved for the owners.

### Started as a Diver.

It was as an impromptu and untrained diver that I started this work of sixty years, which has taken me into almost every port in the world, and given me salvage work on many oceans. When I was twenty I was nearing the end of my apprenticeship as a ship carpenter at San Francisco, working on a drydock. The diver at the dock became ill, and I, though I never had put on a divers suit, applied for his place. I was permitted to try it, and found the hardest part of the job was driving nails under water. I mastered this, and in three weeks had the position permanently.

Then the schooner Golden Rule was hit by a steamer in San Francisco Bay. The drydock owner took the job of repairing her as she rested on the bottom, and I was sent down to patch several holes in her hull. I did the job in six hours, though I was supposed to remain under water only four, and my employer gave me a \$200 bonus in addition to my regular pay. This was the turning point in my life, and with the \$200 I purchased a diver's suit and became what was then known as a "wrecker," afterwards converted to the higher-sounding term of "ship salvager."

### A STANLEY BUDGET.

Stanley, N. B., Oct. 17—On Sunday Sept. 30th the annual anniversary services were held here in the United Church of Canada, which was beautifully decorated with cut flowers and potted plants donated by friends. Rev. Mr. Davidson, pastor in charge, was ably supported by Rev. H. E. Thomas of Sackville and Rev. Geo. Telford of St. Paul's Church, Fredericton. The visiting clergymen delivered inspiring addresses. Rev. Mr. Thomas gave the address at the morning and evening service, being a former pastor of this charge received a warm welcome from old friends. Rev. Mr. Telford who was the speaker in the afternoon addressed a large and appreciative congregation. Another attractive feature of the services were selections endorsed by the Devon Quartette in their usual pleasing manner.

The offerings for the day amounted to \$168.00 wiping out a debt which the church had been carrying for some years.

Much satisfaction is expressed over the knowledge that Mr. Justus Manzer is again entering the hardwood industry which will mean the operation of the mill during the winter and give employment to a number of men.

Miss Maud Fraser, R. N., of Portland, Me., was calling on friends in the village Wednesday.

Mr. and Mrs. Jas. Pyke and son of Westville, N. S., are visiting at the home of Mrs. M. E. Sansom.

The friends of Miss Ella Biden, popular telephone operator, regret to hear of her illness and wish her a speedy recovery.

The friends of Allan Kelly who has been confined to his home for some time through serious illness hope to learn of improvement in his condition.

Archie Foreman, son of Mr. and Mrs. Wallace Foreman has returned from the Victoria Hospital, Fredericton much improved in health.

Little Jack, son of Alton Delucry is ill with pneumonia.

Rev. Mr. Simpson formerly of Sussex has arrived to take the pastorate of St. Peter's Presbyterian Church.

The Mission Band of the Presbyterian Church met on Friday at the home of the Misses Helen and Laura Reid. The funeral service of the late Mr.

John Sands, who was one of the oldest residents of the community, was held in St. Thomas Church Monday afternoon.

The quarterly meeting of the official Board of the United Church of Canada was held on Tuesday, Oct. 9th in the United Church at Tay Creek, although the day being inclement a goodly number were in attendance.

The W. M. Society of the United Church met at the home of Mrs. D. R. Moore on Wednesday afternoon.

A Maggie and Jiggs supper will be held in the Institute Hall on Tuesday evening under the auspices of the Ladies of the Roman Catholic Church.

Miss Barrington, provincial organizer of the Red Cross visited the village on Wednesday in the interest of her work. A committee was appointed to canvass the districts for funds. In her address she spoke very highly of the work being done in one of the Red Cross Out Post Hospitals in Northern Alberta, by a nurse from our own village, Miss Jennie Pringle, daughter of Mr. and Mrs. Arthur Pringle.

Mr. Harry Boulter, agent for Massey Harris, has also taken on a radio agency, and is entertaining his friends to pleasing programs.

Mr. Arthur Pringle and guides have returned from the Miramichi woods. They report a shorter season than usual owing to the United States Presidential election.

Mr. and Mrs. Geo. McLaggan of McAdam spent the week end with friends in the village.

### THAT GADABOUT, MY MUSE!

I do not love her for herself  
Dear Heart, you know that all too well;

She is restless little elf  
She answers not the bell,  
I called but just the other day  
Thinking of you; she does not choose  
Often to stay at home; she's gay  
That gadabout, my muse!

Thinking of things I'd like to try;  
Thinking of things that should be said—

I'd like to brain that butterfly  
The shameless little hussy's fled.

And not for pelf I'd like to find  
Her in. For you I've sought her far  
Must loves be dumb as well as blind?  
(Quite frequently they are).  
How often I'm a wordless lout;  
From all those dear, ecstatic "You's"  
I crave indulgence; she is out;  
That gadabout, my muse.

Thinking of things I ought to write  
Of sentiments that youward roam  
Dear heart, this message I indite:  
"A muse's place is in the home."  
—W. D. in Chicago News.

## FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Public Hospital.
- 8 Children's Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 York and Queen Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 Aberdeen and St. John Sts.
- 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.