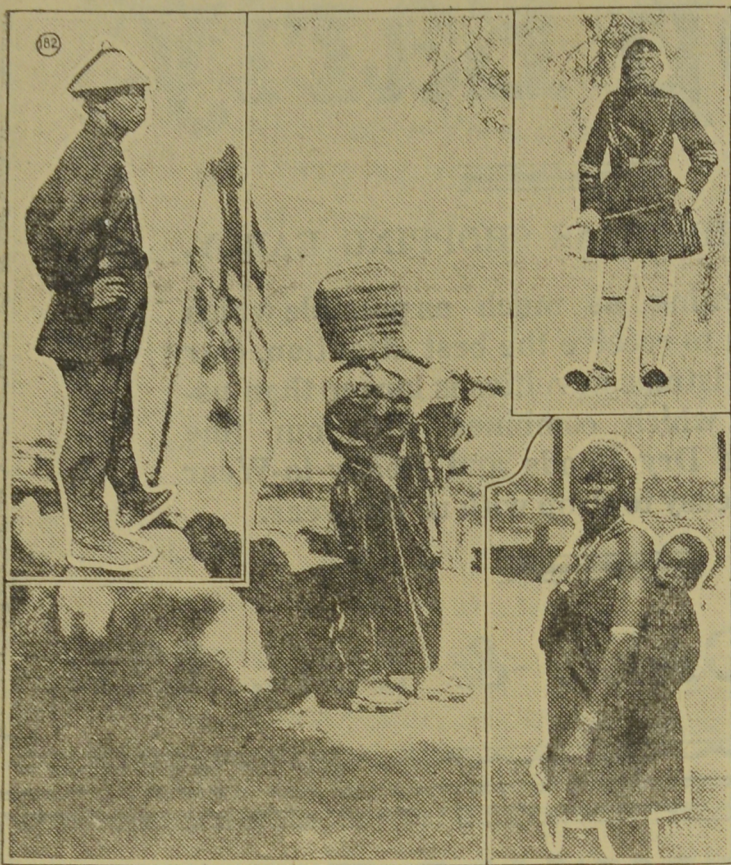


SOME OTHER PEOPLE



The turn of the Chinese policeman's lip seems to indicate that he could snarl out a very nasty "Where'd you think you're going?" if he thought you would understand him, but passengers on the Canadian Pacific World Cruise last year found him very courteous.

Some time before the globe-trotters met the man with the pudding-basin head-gear they were greeted at the entrance of the famous Stadium at Athens by the fiery-mustachioed guard who looks like Harry Lauder in a combination of the worst features of the Highland, the Dutch and the hosiery advertisement national costumes.

But the Japanese practising on the saxophone's ancestor takes the cake when it comes to strange head-gear. A pun could be made here about "wicker" and "wicked-looking," but let that pass. The dark representative of the fair sex evidently believes in simplicity of costume—and economy! She has made her "robe de style" serve for her young son, too, and her head dress! Permanent waves have probably been amongst the old family secrets handed down from mother to daughter for centuries in her country.

Taking them altogether they are a fair sample of strange sights to be viewed on a trip round the world.

The Canadian Pacific has organized six winter cruises this year. Round the World by the "Empress of Australia", South America-Africa by the new 20,000 ton "Duchess of Atholl", Mediterranean by the "Empress of Scotland" and three cruises to the once happy hunting grounds of the buccaneer—the West Indies.

WOULD SCRAP
WAR TROPHIES
IN ENGLAND

London, Nov. 24—If some Laborites had their way there would be a wholesale scrapping of war trophies in Great Britain. In several communities where Labor is in control of municipal affairs captured German guns and small arms have been placed in storage. In some other places there is a demand for the removal of British tanks which were parked in public squares as war souvenirs. It is argued that it is time to forget the war. The campaign against war trophies has just taken a new turn. A Liberal member of the City Council of Bradford demanded that the bronze figures of a soldier and sailor standing with fixed bayonets in a fighting attitude on either side of the war memorial should be removed. His motion was lost by a vote of 45 to 25. It was claimed that the figures were dishonoring to the dead offensive to the living and inimical to the intelligent and ethical development of the young people of the city.

WROTE MANY
LETTERS TO THE
MISSIONARIES

Chicago, Nov. 24—For 13 years Miss Euphrasia Clark averaged 30 letters each day to lonely missionaries in far off lands, spending her time as an invalid in spreading cheer. She died yesterday at the age of 31.

Though Henry Ford says he is in favor of the old dances, he didn't put the same old shimmy into his new flivvers.

PROBLEMS OF SHIP SALVAGERS
VARY WITH EVERY WRECK

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 makes piles of splintered wood and steel from the best of man's sea-riding constructions, writes Captain T. P. H. Whitelaw, an eighty-year-old sailor, who for sixty years has been a salvage company head, in "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 us 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 4,600-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.

Artificial Buoyancy Necessary.

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 hull. 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 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," continued Captain Whitelaw. "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 dredged, 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 hole.

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

"Instantly, we cut the lines, turned the tug hard apart, 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 drydocks and thus a \$250,000 ship was saved for the owners.

"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 diver's 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."

PULP AND PAPER
INDUSTRY IS TO
BE STABILIZEDRepresentatives of the
Newsprint Companies
Confer With Ontario
and Quebec Members.

Montreal, Nov. 23—At a meeting today attended by representatives of the leading newsprint companies securing the raw product from Ontario and Quebec, and also by the Premiers and Ministers of Crown Lands of both Provinces, plans of procedure were put forward by the operators and approved by the provincial Ministers whereby it was stated the pulp and paper industry in both provinces would be stabilized over a period of years and placed on a basis satisfactory to all concerned.

The plans were laid before the provincial government ministers following in a series of conference which have taken place here in the past few days, and further conferences will now be held by these officials of the industry to work out the details of the plans. The nature of the plans adopted this morning were not made public by any of those at the conference.

Co-operation Shown

Premier Howard Ferguson of Ontario, in an interview after this morning's conference, said of the newsprint representatives "these gentlemen have shown a remarkable spirit of co-operation and this proves that personal contact solves all difficulties."

"They have shown a remarkable desire to co-operate and have acted together and solved their difficulties. We feel that so long as they continue in that spirit the governments are prepared in the public interest to give them every assistance so that the industry may be preserved and protected. We feel sure that their public spirited action in this regard will be very satisfactory to the public generally because it means stabilization of the industry, continuation and increase of employment, local markets for the farmers for their pulpwood and security to the investors."

DARK SECRET

It was dark inside the stable, and the new farm hand failed to notice that a cow stood in the horse's stall. Presently the farmer annoyed at having to wait made his appearance. "Hurry up with that horse" he cried. "I've got to get to market early."

"Sorry master" returned the other "but I can't get the brute's collar off his blinkin' ears are frozen stiff."

The beautiful snow is with us once more.

MAY NOT AGREE
TO THE RADIO
PROPOSALS

Ottawa, Nov. 23—Canada is not prepared to accept the same proportion in the short wave radio band as was recently allocated to it in the long wave band at a conference at Washington, was the intimation received from the Department of Marine and Fisheries which has control of radio in this country.

If the United States insists on the same proportion of the short waves, officials here said, it would be impossible for this country to agree to it and accordingly another conference would not be of much benefit. However, it was explained that Canada has not refused to enter such a conference.

The absence of the Minister and Deputy Minister of this department from the city today made it impossible to obtain a definite statement.

Mae—My husband is so jealous.
Rae—How absurd.
Mae—Why, isn't yours?
Rae—Why, of course not.
Mae—How humiliating.

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.

NOTICE OF SALE

To the Heirs of Coburn Allen, late of the Parish of Douglas, in the County of York and Province of New Brunswick, Labourer, deceased, and to all others whom it may in any wise concern,

Notice is hereby given that by virtue of a Power of Sale contained in an Indenture of Mortgage bearing date the second day of June, A. D. 1928, and registered in York County Records in Book 206, pages 119-122, the eleventh day of October, A. D. 1928, and made between the said Coburn Allen, of the one part, and Kitchen Bros., Ltd., of the other part, incorporated under the laws of the Province of New Brunswick having its head office at the City of Fredericton in the County of York aforesaid, on Saturday, the twelfth day of January, A. D. 1929, at twelve o'clock noon, the lands and premises mentioned and described in the said mortgage as follows:

"All that certain lot, piece or parcel of land situated, lying and being in the Parish of Douglas, County of York, and Province of New Brunswick at or near 'Burton's Corner' and bounded as follows: 'Beginning at a post at the Southwest corner of a lot of land owned by Newton Bird; thence running North along side line of said Newton Bird's lot nine rods, thence at right angles and running West fifty three feet to a post thence at right angles and running South nine rods to the main highway road; thence along said highway road to the place of beginning, fifty three feet, containing one-sixth of an acre, more or less. Being the same lands and premises conveyed by Deed from Thomas W. Fowler and wife to Coburn Allen, and recorded in York County Records in Book 185, pages 185 and 186, under official number 74354, and bearing date the 22nd day of August, A. D. 1922."

Together with all the buildings and improvements thereon and the rights and appurtenances thereto belonging or appertaining.

Dated this ninth day of November, A. D. 1928.

KITCHEN BROS., LTD., per H. A. Peters, Sec'y-Treas.

Home made
Candy

Treat the folks this Easter-time to candy of your own make! None tastes so delicious, none so perfectly satisfies, none so pure and good for all as the candy you make in your own kitchen. Use Borden's St. Charles when the recipe calls for milk—its creamy richness improves the flavor, adds to the food value of all candy. Here are a few tested recipes made with Borden's St. Charles—try them—they will delight you—

Three Layer Candy

PECAN FUDGE

2 cups granulated sugar
1 tablespoon butter
pinch soda
¾ cup pecans (broken)
1 cup Borden's St. Charles Milk
1 teaspoonful vanilla
1 tablespoon corn syrup

Place sugar, milk, syrup, butter and soda on stove. Boil until it forms soft ball when tested in cold water. Remove, whip, add flavor and nuts. When creamy pour in buttered pan.

Butter Fondant

4 cups granulated sugar

1 cup corn syrup
¼ teaspoon salt
1 tall tin Borden's St. Charles Milk
¼ lb. butter

Mix sugar, milk, syrup and butter.

Add salt. Place over slow flame, stir

constantly and boil until it forms a

soft ball when tested in ice cold

water or 238 degrees with candy

thermometer. Remove and pour

on to a platter which has been slightly

sprinkled with cold water. When

cool to blood heat, beat with wooden

ladle until the whole becomes

creamy and firm.

Cream Peppermint Drops

½ cup Borden's St. Charles Milk
3½ tablespoonfuls water
2 cups granulated sugar
¼ teaspoon cream of tartar
2 drops oil of peppermint.

Combine the first three ingredients in a saucepan and boil gently without stirring until a soft ball will form when a little is tried in cold water. Cool till tepid, then flavor, beat till creamy and quickly drop on oiled pans in small rounds from the tip of a teaspoon.

Send for free recipe book to

The Borden Co. Limited
MONTREAL



Borden's
ST. CHARLES
MILK

This milk is entirely a Maritime Province product
CONDENSARY TRURO, N.S.