

LIST OF FINAL PRIZES in OUR CULINARY CONTEST

- \$115.00 HOTPOINT ELECTRIC RANGE, donated by the Maritime Electric Co., Ltd. This prize is only open to users of the above Company's power.
- ONE TON MINTO COAL, donated by A. H. VanWart.
- \$5.00 PERMANENT WAVE, donated by Mrs. Young's Beauty Shoppe
- \$34.00 "CRESENT CHEST" Community Plate (26 pieces) in the new Berkeley Square pattern. Donated by Shute & Co.
- \$5.00 WORTH ASSORTED FRUIT donated by the Hawking Co., Ltd. This prize for the best recipe using New Brunswick Apples.
- \$25.00 LORIE LADIES' WRIST WATCH, donated by Mavor Bros.
- \$5.00 WORTH DRY CLEANING, donated by Fashion Plate Cleaners.
- BREAKFAST SET, MYOTT'S CHINA in Ivory and Green, donated by Colwell & Jennings.
- "DUNLOPILLO" RUBBER CUSHION, Donated by D. & D. Motors.

TRAVEL IN ITALY A TRYING JOB

When you travel in Italy, if you do as Rome does, you wear your best clothes. That is important to note. In Japan—for modes of travel vary throughout the world—a Japanese wears his best raiment, derby over his kimono, or claw-hammer coat with striped trousers, when he steps on a train. Once the train is in motion he proceeds to strip down to the minimum which comfort, but not decency, dictates. Hence before the train is out of the station you will find him sitting cross-legged in his underwear. This is not an exaggeration.

So he rides until he comes to the destination marked on his ticket. Then he proceeds to robe himself again and steps out on the platform in his finest leathers to meet the welcoming delegation.

In Austria the average citizen puts on his worst clothes when he takes a train journey. He wears "shorts" generally of leather, his shirt open at the neck, a goat's beard in his hat, his knees bare and, frequently, his arms also. He is out for the maximum of comfort with the minimum of expense.

As for the Italian, he puts on suede gloves, a white shirt, a boutonniere, and sometimes even carries a cane. He puts on his entire wardrobe and suffers the journey quite content in knowing that he is going somewhere and looks his best.

To buy a railroad ticket in Italy is a tedious job. Sometimes you will miss your train, watching it pull out of the station while you are still at the wicket buying your ticket. The procedure is long and highly irritating.

It seems as if the state wished to know at all hours of the day and every day of the week just where its

centre of population happens to be. Just why this should be nobody seems to know. Nor does anybody seem to question this fable of the state. But there it is, and many travelers miss trains because of it.

At the stations in the large cities are many ticket windows and at those many windows are many, many persons. For Italians seem to be continually on the move. You, therefore, stand in line and watch the clock, your indignation growing as the minutes slip by and the train shows signs of being about to start.

At long last you reach the window. You tell the courteous man behind the glass where you wish to go. He has sold several score tickets to that same destination today, yesterday and the days before. But that matters not at all. He takes a massive volume off a shelf and looks up the distance and the price. Then he asks you what sort of ticket you wish to purchase—first, second or third class, return, week-end or whatever else he had to offer.

You answer these questions, while hundreds line up behind, also trying to purchase tickets. Then the ticket seller looks up the answers and writes them down. He then takes out a pad of dun-colored paper and proceeds to fill in the blank spaces, checking each of the answers with the volume of prices. Having filled out your ticket, the agent goes about recording the results on still another sheet of paper.

By the time he has got all this done he has complete data on you. He knows where you are going, when you will return and how long you will remain at your destination. A week-end ticket becomes usable at noon on Saturday and is good until Monday evening. Should you wish to return that same Saturday—let us assume

that the hotels are filled and you can find no accommodations—then your week-end ticket is not good for the return trip, and you must pay the full fare back. No discount is allowed for the return half of the week-end ticket even though in purchasing it you paid return fare.

Thus if a week-end return ticket costs you 27 lire, and you decide to return on Saturday evening instead of Monday, you must pay an additional fare that may cost 21 lire. The full journey thus costs 48 lire instead of 42 lire. Nothing can be done about it for the processes of bookkeeping are already so complicated that to return to you a trifle of 6 lire would mean several hundred lire worth of additional bookkeeping effort. No provision is made for that.

Italian trains travel fast. They tarry very little on their way. The personnel is courteous and helpful and seems to take a direct interest in your welfare. Perhaps this is because you have written your name on your return ticket and they seem to fear that they know you.

Then, too, Italian railroad stations are romantic places. For it should be known that only on an Italian railroad station platform is it permissible for you to kiss your mother, your wife or your sweetheart. All other kissing in public is prohibited. The fine for the offense against good morals, such as kissing your wife in public, is 10 lire.

Peruvian Assassin Is Given 25 Years

LIMA, Peru, Nov. 7.—A military court yesterday sentenced Carlos Steer, young political fanatic, to 25 years in the penitentiary for the murders of Antonio Miro Quesada, newspaper publisher and statesman, and Senora Miro Quesada.

ENGLISH QUEEN A FASHION JUDGE

PARIS, Nov. 7.—It isn't as much fun to be a royal bride as many people might suppose, for every single article in the trousseau of Lady Alice Scott, now the Duchess of Gloucester, was approved by Queen Mary of England. That means that each design submitted by Norman Hartnell, young London designer, must bear the stamp of royal approval.

Fortunately Lady Alice has simple tastes and does not like low-backed evening dresses, split skirts or caught-up drapery which displays the leg. Since her tastes are most conventional, it is supposed that her trousseau will include rich and gorgeous materials made up into rather conservative styles.

Among the designs submitted is one for a dinner dress in hydrangea pink combined with blue. Since this combination of colors is a favorite of Queen Mary, it is supposed that this gown will be included in the royal trousseau.

This dinner gown has long, fitted sleeves which are trimmed with a band of chinchilla dyed fox which runs up the sleeves from the wrist to the elbow. The bodice is draped and drawn into bands of shirring at the shoulder. The waist is trimmed with a sash of pink lined in hydrangea blue as well as a large bunch of pink violets. The skirt is simply fitted to the knees, then flares out to the hem, where it is caught under the ends of the pink and blue sash.



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