

GRACIOUS ACTS PAY SIZABLE DIVIDENDS

Every One Appreciates
The Thoughtful Kind-
ness Of Others

(By Ruth Cameron)

There are certain gracious little acts that pay so much more in pleasure given and popularity earned than they cost in trouble, that I wonder we do not perform them more often. I thought of that this morning when I ran across a nice little note which a friend had sent me after she had been at a party at my home. She was an old friend I had entertained to together with some mutual new friends. She lived in the town from which they came. They drove her home.

And the note told me how much they had enjoyed the party, what

nice things they had said afterwards. You can imagine how it pleased me when it came. I had saved it for years and found it when cleaning out a drawer for my fall hedges.

We always wonder what people say after a party, or what new people think of us, and there are few more gracious little acts than taking the trouble to tell a hostess.

It doesn't need to be a note, it writing comes hard to you, just two or three minutes at the telephone.

Every party leaves the hostess with a morning-after feeling. I don't mean that kind of a party either. But just the relaxing from the inevitable effort that goes into bringing a party off, the let-down from the culmination and excitement, leaves a flat taste in the mouth, and nothing is a grander pick-me-up than to go to the telephone and have some one say she just had to tell you what a success your party was.

Another of these acts is to remember to send the snapshots you take on your travels to the people to whom you promise to send them.

A quaint old lady in a sunbonnet gave me some directions on a recent trip. I asked if I might snap her. She posed, her wrinkled old face under the sunbonnet, a human document of a long and full life. When I finished, I asked her to tell me her name so that I might send the picture. She gave it, but added, "They always say they'll send it, but they never does."

Well, I regret to say that it took me several months to do it, but I finally came through. And the note I had back was ample repayment.

I can't tell you how many times I haven't done it, but truly and honestly I'm going to heed Ruth Cameron and be better in the future.

Which reminds me I must go in the other room and telephone. For I, too, went to a party.



PURE
TEA IS GOOD FOR YOU!

Remember

King Cole

BECAUSE—It is the great harmless pick-me-up.

FINE APPEARANCE NEW LOCOMOTIVE OF C. P. R. SYSTEM

(Special to The Daily Mail)
MONTREAL, Nov. 26 — Power, speed and economy of operation are the main features of 20 new Canadian Pacific Railway locomotives, the first of which has just reached Montreal from the Canadian Locomotive Company at Kingston. This order will bring the number of new locomotives bought this year by the Canadian Pacific Railway to a total of 50, and give the company an impressive array of new steam power.

The appearance of the 20 new locomotives is very smart. H. B. Bowen, chief of motive power and rolling stock, has embodied in their design the popular semi-streamlined appearance which he first developed in the 'Jubilee' locomotives of last year and also incorporated in the 30 new 2800s built this year. The flowing lines of the new locomotives give a smooth and modern appearance not unlike that of the latest type of high-speed English engines and convey a vivid impression of speed and power. Many interesting mechanical details that have proved successful in recent Canadian Pacific locomotives have been incorporated in the new engines, which have been assigned Numbers 2910 to 2929.

The development toward smaller locomotives is very evident in the new 2900s, as compared with recent engines constructed by the Canadian Pacific Railway. Taking the engine and tender as a unit, the new ones are approximately five feet shorter than last year's 'Jubilee' trains while the estimated light weight is 32,900 pounds less.

The advantage of this is expected

to make itself evident in economy of operation and in efficiency, especially when providing power for smaller trains, special materials have been used to maintain strength with maximum weight. The boiler, for instance, is made of nickel steel, carrying a pressure of 300 pounds per square inch without unduly increasing the weight. The frames are of high tensile nickel cast steel and all main rods and side rods are also of high tensile nickel steel in order to ensure satisfactory service under the difficult conditions met with in handling modern passenger trains.

A change in the attachment of the main rods to main driving wheels of the new locomotive, as compared with last year's 'Jubilee' type, will be noted. The driving wheels have been reduced from 80 to 75 inches and have been moved closer to the cylinders, permitting attachment of the main rod to the back pair of driving wheels. The wheel arrangement is of the 4-4 type, which means that there is a four-wheeled engine truck, four driving wheels, and a four-wheeled trailing truck.

Special features include a screw-operated reverse gear, roller bearings on the engine trucks, type 'E' superheater with multiple throttle, and Elesco feed water heater. Valve motion is of the Walschaert type with a valve travel of six and one-half inches.

A few of the specifications: driving wheels, diameter, 75 inches; wheel-base driving 7 feet 2 inches; wheel-base engine 32 feet 7 inches; wheel-base engine and tender 64 feet 9½ inches; weight on drivers, estimated 110,000 pounds; loaded weight of engine, estimated 240,000 pounds; light weight of engine, estimated 219,000 pounds; loaded weight of tender, estimated 184,000 pounds; light weight of tender, estimated 90,000 pounds; water capacity, imperial gallons, 7,000; coal capacity 12 tons; tractive effort 26,000 pounds.

SCIENTISTS BUILD FIRE THAT PUTS ITSELF OUT UPON BECOMING HOTTER

WASHINGTON, Nov. 26—It seems a perversion of known laws of physics and chemistry to think that chemists could blow up a fire simply by raising the temperature of the materials. Yet that is what two University of Illinois research workers reported today.

Prof. D. B. Keyes and H. D. Foster found that under certain laboratory conditions they could build a fire that would tend to quench itself as the temperature became hotter. The discovery was made as the two worked on a 10 year project to discover more about how chemical agents could expedite the burning of substances. These chemical agents are known as oxidizing catalysts.

Catalysts have an important part in the industrial picture because they may change an expensive process to a cheap one in cases where chemical compounds are made by oxidizing materials with oxygen from the air. The oxygen is free for the use of any one who can fit it into the picture.

The Illinois chemists used a compound of carbon, hydrogen and oxygen mixed with air to manufacture acetic acid, a colorless, biting liquid that gives vinegar its tang. It has an important place in industry. The vapors from the compound mixed with air passed over a heated catalyst, which, in this case, resembled very fine sand.

Keyes found that the manufacture

of the acetic acid was retarded when the temperature rose much above 300 degrees F. According to previous experience in chemistry and physics the higher the temperature the more rapidly was the material burned.

He insisted that the reaction in the formation of acetic acid was merely a step in the combustion of the compound of carbon, hydrogen and oxygen, which was called acetaldehyde.

When organic materials are burned in air, the normal products are carbon dioxide and water and the hotter the fire the more rapidly they burn. By keeping the temperature low and finding the correct catalyst, Keyes and Foster were able to obtain acetic acid instead of the conventional dioxide and water. They thus have controlled the action of oxygen from the air and put it to use so that acetic acid would be produced directly instead of by the previous roundabout route of an intermediate compound.

"We are particularly interested in oxidation reactions, because theoretically speaking, it should be possible to bring about reaction of inexpensive organic compounds with atmospheric oxygen and produce more valuable compounds widely used in industry," Keyes said in a report on his work to the American Chemical Society.

"This would be possible, provided we were able to select catalyst that would speed up specific reactions."

THE TEST

Three suitors hang about her door—
Colin and Ned and Ray;
And all the neighbors wonder which
She favors day by day.

But I am sure which one she loves,
Since I a proof have guessed
That is a right, infallible,
And easy lovers' test.

She praises Colin, laughs at Ned;
But when one mentions Ray
A quick light passes o'er her face,
But ne'er a word she'll say!

—Charlotte Becker

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As Mr. Picobac turned in to ask for his mail, he found Herb, tobacco grower by instinct and hired man to the highest bidder, seated on the end of the post office steps. "Hello, Herb," cried Mr. Picobac genially. "What are you sittin' here for? You're not out of a job, I hope."

"This is the first time I sat down for weeks," Herb spoke up. "A hired man ain't supposed to sit down."

Mr. Picobac nodded cheerfully. "A good man like you just naturally don't get a chance to do much sittin', Herb," he said. "A tobacco man is always a busy man."

"Only chance I ever get to sit is when I come to town," said Herb. "I'm waitin' for the bus, that's all."

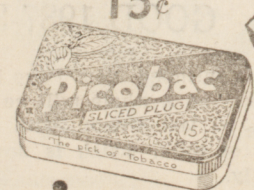
"Well, Herb, I don't mind telling you I enjoy sitting down once in a while myself," confessed Mr. Picobac mopping his brow. "It seems to rest your hands and face. Your bus ain't due for a while yet. Let's you and me load our pipes from my new seal-tight Picobac pouch and sit down to a mild . . . cool . . . sweet smoke."

* * *

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