

GIRL WONDERS WHO SHE IS ALSO IS SHE 17, 18 OR 19?

Identity of Waif Survivor of Halifax Explosion
Mystery — Not Missing Ruth

HALIFAX, N. S.—Who is Emma Hartland?

The pretty Weymouth, Mass., girl who for several days was believed to be the lost daughter of W. A. Moody, Halifax marine engineer, remains as much of a mystery as ever.

Emma Hartland—named by her foster-parents—was said to have been picked up in explosion-torn Halifax in December of 1917, a homeless waif. In the same tragic disaster W. A. Moody lost trace of his little 3½ year old daughter Ruth.

The suggestion that Emma Hartland might be Ruth Moody, raised by Massachusetts state officials in an effort to ascertain the girl's identity, was definitely rejected when Mr. Moody was shown a picture of the Hartland girl as she looked immediately after the explosion.

"That is not my child," Mr. Moody said.

Mr. Moody made the suggestion, however, that the Hartland girl might possibly be the daughter of Duncan Robinson, a Halifax boiler-maker, whose baby daughter also disappeared during the terrible excitement of rescue work following the 1917 explosion. But Mr. Moody could offer no clues as to what had happened to Duncan Robinson in the intervening years.

Conflicting stories told by Mrs. Nellie Hartland of Boston, Emma's foster-mother have made it difficult for the child guardianship division of the State House at Boston to trace

the mystery girl's parentage. Emma became a ward of the commonwealth in 1927 when Mrs. Hartland, through ill-health and straitened circumstances could no longer care for her.

At the time Emma became a ward of the state her foster-mother told a story of how she and her husband now dead, had taken the infant from a Protestant Orphanage on Spring Garden Road in Halifax. The child was two years old when they had taken her from the orphanage in the year 1919.

Said Parents Killed

Questioned by newspapermen in Boston, however, Mrs. Hartland told a somewhat different story. "My husband and I were down in Halifax for five years during the war. He was a British subject. A few days after the explosion we saw the little girl with a family. They said both her parents had been killed in the explosion.

"She didn't look as if she was being well treated. My husband and I never had a baby and we wanted one. The next Saturday the man who had the baby brought her over to us. I took her in my arms and she seemed to like me. Then the man went away and left the baby with us. I don't remember his name. We stayed in Halifax until after the armistice. I asked questions about the child," said Mrs. Hartland, "but never found out who she was."

It was not until the state authorities at Boston commenced to try to establish Emma Hartland's identity that

the story of the missing Moody girl came to their attention. It was thought possible that Emma might be little lost Ruth Moody grown up. But Mr. Moody definitely denied that the Hartland child was his after shown the picture.

The picture showed a dimpled two-year-old girl, muffled in a cosy snow-suit. "My child never had clothes like that," said Mr. Moody. "And her face wasn't like that. She didn't have those features. Our child was dark with curly hair. This girl in the picture has straight hair. No, it isn't my Ruth."

Meanwhile, Emma Hartland, the object of so widespread a search for her family origin, goes about her duties as a domestic in the home of Mrs. Mary J. Hanson in Weymouth, Mass. (She helps about the house, and takes care of Mrs. Hanson's little children. She is a little below medium height, blue-eyed, plump-cheeked and full of vitality.

Her most pressing desire is to know how old she is.

"My mother told me I am 17," she said. "Sometimes I'm 18 and at other times I'm 19. I'd rather like to know just how old I am."

Mrs. Hartland stated recently that it was a "Salvation Army orphanage on Spring Garden Road" where she got the child. But the orphanage officials, she said, had refused to give her papers and they had since informed her that they know nothing of the child's parentage.

CHICAGO Oct. 31—Mary Pickford plans to adopt three babies, two girls and a boy, as soon as she arranges for the appearance of the Dionne quintuplets in a motion picture sponsored by her new production company. The movie star revealed her plans when she paused in Chicago this week while enroute to New York to confer with the agency which controls appearances of the quintuplets.

DO MACHINES MAKE BRAINS?

Prof. Ivan Petrovitch Pavlov, 86-year-old Russian who has studied brains, nerves and reflexes for sixty years, has arrived at the conclusion that the machine age is giving birth to new human responses to environment which will make of man something like a new human variety—or, shall we say, species?

The distinguished Russian, by experiments upon apes and dogs, has found that the mechanical aids with which a brain is supplied determine the reflexes of the owner of the brain to the world in which he lives. Because monkeys have four "half-hands" while dogs have only paws, it is possible for a monkey to be taught things which a dog cannot learn. "Without mechanical aids no brain can develop," says Pavlov. "The brain itself is a product of heredity alone. The mechanical aids thereto develop through environment, stimulating in turn the growth of mental power."

Growth of mental power, the professor finds, is largely a matter of overcoming fears, which are the primary limiting factors in mental life. So with man's increasing provision of aids to the brain in the form of machinery, profound mental changes are in prospect because modern machinery makes possible the elimination of old phobias which had limiting effects upon emotional and intellectual development. "Speed for example," says Prof. Pavlov, "reacts already differently on the man born in 1890 and on the man born in 1910. Neither of them has an advanced moral sense—your record of accidents shows that—but whereas the man of 1890 instinctively distrusts—that is, fears—speed, even though he may use it, the 1910 man is without fear of it." And so "since mechanical aids to the brain invariably add to or enrich its potentialities, it seems possible that the use of the machine may do to the human brain what the acquiring of hands has done to the ape."

This conclusion of the scientist in 1935 recalls two prophecies of men who knew only the man of 1890, and his kind, in the flesh. Max Nordau in the '90s forecast a new breed of men inured to a world of greater speed and power, which he held was getting too strenuous for the degenerated of the "fin de siècle." Prof. Pavlov's superman, with his brain empowered by machinery, is certainly reminiscent of Nietzsche's "beyond man." Unfortunately, however, the principal manifestation of a beyond-man today is merely the man beyond the traffic laws. There is little, if any, evidence that there has been an increase in the intelligence quotients of chauffeurs to correspond with the increased horse power of automobiles.

STORING FARM MACHINERY

Proper care should be exercised at all times to protect the large investment in farm machinery from rapid deterioration. Hot, moisture, wind, frost and direct sunlight are the most destructive elements encountered by farm equipment.

Storage means protection against these deteriorating effects during the inactive life of the machines and has been found by the Dominion Experimental Station, at Swift Current, to be the greatest single factor in prolonging the life of farm machinery.

The most active period of deterioration is during the season of machine use. It is important, however, to protect machinery the year around from the effects of weather. Generous use of paint on all wood and metal parts, wherever the original has worn thin, and the removal to a dry shed of all slats, canvases, knives, ploughshares, cultivator teeth, etc., immediately the machine is out of use will help prolong the useful of the implement.

Pack all bearings with the correct grade of lubricant. Cover all exposed metal parts worn bright from use with old crankcase or transmission oil before putting the machine aside even for a few days. This will keep out all dirt and moisture from the bearings and off the wearing surfaces, thus preventing excessive wear to rust.

Clean all seed from drill boxes, make sure that all dirt is removed from plough or oneway disk bottoms and that they are well greased before leaving. All straw, grain or weeds should be thoroughly cleaned from binders, combines, separators, cultivators, disks, etc. before greasing and painting for storage.

Bright sunlight and moisture cause exposed wooden parts to warp and crack paint applied early will prevent this destruction. Metal parts exposed will rust and wear; grease or paint will save these surfaces.

Inside storage of grain boxes, wooden drills, wagon running gears, and wooden separators is desirable, but not essential. Outside storage of machinery has been found highly successful at the above station when proper care has been exercised to protect against animals and weather by good fences, the use of paint and proper lubricants.

When love comes in, reason goes out.

ETHIOPIAN CONDITIONS CALLED FAVORABLE TO COLONIZATION

Ethiopia, nearly 3,000 miles from Italy, topographically is not unlike the land of its would-be conquerors. The country is volcanic and covered by mountain and valleys. Unlike Italy, it also has a lowland area where it further differs from the European country in climate and soil formation.

The African empire extends over an area of approximately 350,000 square miles, nearly twice the size of Italy's 119,744 square miles. Its estimated 10,000,000 population is about one-fourth of Italy's whose last recorded census totalled 41,800,600.

Unlike Italy's East African possessions—Eritrea and Italian Somaliland—Ethiopia has few of disadvantages of countries near the equator. Only a small part of it is arid desert and its elevation, rising from 2,000 to 6,000 feet, counterbalances the equatorial climate.

Favorable To Colonists

Italian soldiers and workmen, who were able to withstand the climate of the Eritrean Plateau, but who could not endure that of Italian Somaliland, 1,800 miles nearer the equator, have expressed the belief that the high cattle-raising lands of Ethiopia would be favorable to the colonists. Mussolini is believed eager to place there.

Ethiopia, whose wealth is in its water power and mineral resources, also is rich in agricultural lands.

In the tropical lowlands there are crops of cotton, rice, sugar, and rub-

ber, while the wheat acreage lies on the plateau levels.

The land is hemmed in by desert countries—Eritrea, and British and French Somaliland on the northeast; Italian Somaliland cuts it off from the Azorian Sea on the east. South the British protected Kenya and the Anglican-Egyptian Sudan complete the encirclement.

Its outlet to the sea is Djibouti, in French Somaliland, reached over a 500-mile stretch of the French-owned Djibouti-Addis Ababa railroad.

Facilities Inadequate

Although Ethiopia's communication to the outer world is difficult, experts point out that Italy would have similar trouble entering the empire—as Ethiopia's isolation is largely the result of inadequate facilities.

The Italian armies, transported from Naples through the Mediterranean, the Suez Canal and the Red Sea are landed at Massaua, Eritrea, Mussolini's naval base. Thence they proceed inland to Asmara, near the Ethiopian frontier. Invasion by plane and motorized military units are looked upon by military authorities as comparatively easy.

Italian officials dismiss alarms that the climatic conditions of Ethiopia are harmful to the invading troops. Italy, they point out, is the hottest country of Europe, and its altitude, ranging from 6,000 to 9,000 feet, has prepared the soldiers for immediate acclimatization.

The First English Bible

In the Newberry library lies a precious volume, recently acquired but published long ago. On its title page a line reads "printed in the year of our Lord MDXXXV and finished the fourth day of October." That was the typographical birthday of the first complete English Bible. The 400-year-old book in the Newberry library is a first-edition copy of it. In celebration of a notable anniversary the library has arranged an exhibit illustrating the history of the English Bible, in which this rare volume will hold the center of interest.

Miles Coverdale, who in the early sixteenth century used to discuss theological questions with Sir Thomas Moore and Thomas Cromwell at the White Horse tavern in the university town of Cambridge, was translator of the book. There is a story that in 1529 he met Tyndale in Hamburg and aided him in translating the Pentateuch. Tyndale was in exile, laboring to finish his own work of converting into English print the whole of the sacred scriptures. His translation of the New Testament had been circulated surreptitiously in England for a number of years. The authorities had attempted to suppress it by buying every copy on which they could lay hands. Tyndale, through an agent, had sold to them a whole edition and used the money for revision and republication.

When Coverdale began his project for printing an English Bible, his friend, Thomas Cromwell, was rising to a position of influence in the court of King Henry VIII, and Henry, as a result of ecclesiastical conflicts arising from his penchant for variety in wives, was beginning to think of making himself head of the church in England. Cromwell encouraged him in this aim and probably stimulated Coverdale to engage in his great undertaking. It may be questioned whether the courtier politician was much interested in the Bible for its spiritual value, but he may have shrewdly seen the possibility of popularizing Henry with the pious of England by giving them the scarce book under royal authority. Tyndale's incomplete translation had been under ban of church and crown. Tyndale was a fugitive. A new book was needed for Cromwell's purpose.

Coverdale's translation came from flat-bed press in the same year that Tyndale was arrested in Antwerp and thrown into the dungeon of the Vilvorde fortress. A year later Tyndale went to the scaffold, praying with his

Ensol Frees Robber

KINGSTON, Ont., Oct. 31—Even though the discoverer of Ensol makes no claims of any kind for the new cancer treatment, it has indubitably achieved one thing—it has played a part in gaining liberty for a bank robber.

Convicted late last year, the man was just beginning his term in Kingston Penitentiary when stricken with stomach cancer. Given up by doctors and surgeons, he was transferred to the Kingston General Hospital on the verge of death from starvation. There Dr. Hendry Connell saw him, and began Ensol treatments.

Meanwhile officialdom at Ottawa, convinced that the grimmest scourge of nature had taken the case out of their hands, put through a pardon. The felon would die a free man at least.

But he didn't die. He isn't dead. And although Dr. Connell's associates vigorously and emphatically refuse to say that he has made a full recovery, the man now has a good appetite, good color, and has gained thirty-two pounds. Only a few days ago he telephoned a cherry good-bye to Dr. Connell before setting off to visit relatives in the Maritime Provinces.

Sorrow is a better teacher than happiness.

Overcome fear and you have the world by the tail.

last breath, "Lord, open the the King of England's eyes!" The new book had been printed at Zurich, Switzerland—it was still necessary to be cautious—but it was openly dedicated to King Henry. In 1536 a second edition was printed, this time in England. Two years later came a third edition, bearing for the first time the line, "Set forth with the Kinges most gracious license". By the aid of politics Tyndale's dying prayer had been answered. Shortly thereafter appeared by royal injunction, a new version, edited by Coverdale, and known as the Great Bible. At Cromwell's instigation this book was placed for public access in every church in England and the people of the land were exhorted to read it. In its largest part it was a reproduction of the once banned work of the great Tyndale—the posthumous triumph of a heroic soul and the precursor of the beloved authorized Bible of 1611 known in all English speaking lands as the King James version.

★ Change in Sailing Days SAINT JOHN to BOSTON via EASTERN STEAMSHIP LINES

The big and luxurious liner "YARMOUTH" will operate the service between Saint John and Boston during the winter months, sailing from Saint John on Fridays at 8 A. M. (Atlantic Standard Time) beginning November 8.

The ship sails regularly from Reed's Point Wharf, Saint John,

calling at Yarmouth en route, and is due in Boston at 8 o'clock the following morning. Local passengers are not carried between Saint John and Yarmouth. One-way fare, \$10 from Saint John. Warm, comfortable, well-ventilated staterooms, \$2.25 up—good for two people. Fine meals at fair prices.

Passengers holding through tickets to Boston or beyond, may occupy staterooms Thursday nights while ship is lying in Saint John, without extra charge.

Apply at any Canadian National Railways Company ticket office or at Reed's Point Wharf, Saint John.

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