

# If you would only try "SALADA"

BLACK OR TEA GREEN

we are sure you would no longer be satisfied with ordinary tea. The flavour is unique and its richness unexcelled. Your grocer sells it.

## SHOWS LACK OF APPRECIATION OF GOOD MUSIC

Under the caption, "Co-operation," Miss Lucia Fyde, head of the Vocal Department of Mt. Allison Conservatory of Music, says: "It is nearly twelve years since I first crossed the Atlantic to come to Sackville, nearly nine since I was in

the great city of London. Last year, when Christmas was almost upon us, I felt a great nostalgia for a big city and a hunger for all that it could give me in the way of Art and Music. My soul was feeling starved and atrophied for lack of anything of the kind in Sackville and the towns and cities of these provinces. My life is a perpetual giving out of all the Art-force I have stored, with nothing to draw upon to revivify it. Really fine outside music so seldom comes this way; it is as much necessary to the artistic soul as ordinary food is to the body. I suddenly made up my mind to go to New York for the holidays and feast on the wondrous music and art in all its presentations now to be found in that great city. My first visit! And how it delighted me in a hundred ways! Its wide, beautiful streets, great buildings, fine churches, clear exhilarating air; but most of all, the evident love of its people for the highest beauty and a thirst for its expression. Nevertheless there is a blemish on all that excellence, a fly in the ointment and that a very big fly, that buzzes and buzzes at you everywhere fairly shrieks at you—money, with a very large M. One sees a house which is pointed out as being the residence of so and so, the richest millionaire in the world so many million dol-

## Officers of the "Empress of Scotland"



Commander G. C. Evans, O.B.E., of the "Empress of Scotland" and his Officers, Photographed in New York Harbor, February 1, 1922. Seated (left to right): Cadets K. Hutchings, De Hauteville-Bell and J. B. Hewson, R.N.R. Standing (left to right): Chief Officer Robert McMurray, R.N.R., Third Officer Thomas Jones, Commander G. C. Evans, O.B.E., First Officer H. A. Moore, R.N.R., Staff Captain E. Aikman, R.D., R.N.R., Fourth Officer T. R. Lucan, Fifth Officer J. P. Dobson, R.N.R., and Second Officer T. L. Blair.

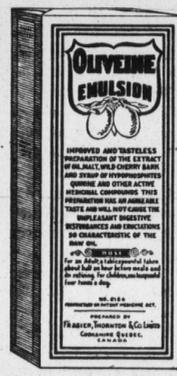
The Canadian Pacific Steamship "Empress of Scotland," 25,000 tons register, which sailed from New York for a 63 days' tour of the Mediterranean, Europe, Egypt and Palestine under charter to Frank C. Clark is being operated by two war veterans, Commander G. C. Evans, O.B.E., and Staff Captain E. Aikman, R.N.R. Commander Evans was decorated by King George for his services in the transport, and convoy of troops through the submarine zone during the war and his O.B.E. means that he is an officer of the Order of the British Empire. Staff Captain Aikman was navigator of S.S. "Motagua" during the war when the United States Navy Destroyer "Manley" got too near the

### Everybody knows that in Canada there are more

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# OLIVEINE EMULSION



## What People You Know Say About It

West Arichat, Richmond Co., N.S. "I cannot praise too highly your wonderful Oliveine Emulsion. I was sick with a bad cough for nearly six months and tried everything I thought would relieve a cold, but without results. Finally I tried Oliveine Emulsion. After taking a few bottles, I am completely well." Mrs. Lawrence Fougere.

Fontenelle, Gaspe Co., Que. "I had a very bad cough and was afraid it would turn into inflammation of the Lungs, and suffered so much at night I could not sleep. I started taking Oliveine Emulsion, am now on my third bottle and practically well." Melle Ivelidine Adams.

Sold by Druggists and General Stores Price \$1.00 Prepared by FRASIER, THORNTON & CO. Limited Cookshire, Que.

### TERRIBLE POISON GAS.

### A Dozen Lewisite Bombs Would Destroy Whole.

Since the war all the great powers have been hard at work on the gas problem. For it seems to be fully recognized that in future international conflicts poison gas will be the chief killer.

To the every-day peaceable citizen this idea is particularly interesting, inasmuch as it is expected that cities and towns will be systematically deluged with gas, dropped in bombs from airplanes. Whole populations—men, women and children—will be wiped out. The rule against killing non-combatants no longer holds.

Gas operations during the recent war were crude and hardly more than experimental. Next time they will be conducted on a huge scale, scientifically, and with chemicals incomparably more destructive to human life.

Soon after this new and frightful weapon came into use, it was realized that what was really needed was a gas that would be invisible and odorless, so as to give no warning of its presence in the atmosphere. It must, of course, be heavier than air, so as to sink into dugouts and cellars, where refuge might be sought, and there remain, as it were, in pools. In addition, it must be wholly satisfactory, it must poison the human system by mere contact with the skin, so that gas-masks would furnish no protection.

The Allies chemical warfare services was working hard on this problem during the war, and solved it. A gas called "Lewisite" was developed which met all of the above-mentioned requirements, and great quantities of it were being manufactured for use in the expected campaign of 1919, when suddenly the armistice came.

A gas bomb is a mere container, its walls only thick enough to hold the fluid chemical; hence nearly all of its weight is represented by its contents. A single such gravity projectile may carry 500 or 1,000 pounds of the lethal stuff, and if dropped upon a town it cannot miss the target. It is estimated that a dozen Lewisite bombs of large size might, with a favoring breeze, destroy the entire population of a big city.

It is understood that since the armistice the chemical warfare service has produced a gas that is even more effective than Lewisite, inasmuch as its spread is far greater relatively to the quantity of chemical used. A mere capsule of it in a small grenade can generate acres of death.

Facts such as these cannot be made too widely known or impressed too strongly upon people's minds in order that fear and horror of war may become so great that nations will no longer undertake that criminal method of settling their quarrels.

### Japan Covets Siberia.

Everybody seems to imagine that Japan wants to gobble China. Not so, writes Chase S. Osborn, Jr., in the Fresno Republican. Siberia is the objective. While the world is encouraged to believe that Shantung is just the beginning of an effort to seize the major portion of China, Japan is turning elsewhere. True or not, it would seem good strategy. In search of minerals and food, thus to provide opportunity for industrial expansion, Nippon eyes Siberia, says Mr. Osborn, going on to say: "While Japan has gone as far as she can in a territorial way in China, Siberia, alone and unprotected, and so far without being claimed by any foreign power, offers an attractive plum that makes the Japanese eye shine with an eager desire."

"Siberia, with its untold wealth, iron, coal, timber, tin, gold, fisheries, agriculture—everything and anything in quantities that have defied the science of man to measure."

"Siberia, a vast storehouse, untouched and unclaimed except by natives, defenceless but for a defiant will."

"Siberia, that is but a few hours away from Tokio—and Osaka."

"Siberia, the land that offers a solution for a vexing problem—that is the great prize. Japan is striving to get it with all of her tremendous energy and cunning."

## CANADIAN PEACE-TIME HEROES



The Phenicians had no rule to cover it there was nothing in the Amalfi code forcing men to rescue their brethren drowning at sea, but there is that in the heart of every British seaman, born of tradition, which does not permit him to pass by without aiding fellow seafarers in distress. When the call went out from the French liner Hsin Tien asking for assistance last April on the coast of China the crew of the Canadian P.C.O.S. liner "Monteagle" heard the call and hurried to the assistance of the fast sinking vessel.

It was in recognition of this act of rescue on the part of both the white and Chinese members of the crew of the "Monteagle" that the presentation of the Liverpool Shipwreck and Humane Society medals and certificates was made recently on board the boat as she lay at the company's dock in Vancouver.

Lieut. Gov. W. C. Nichol made the presentation in well directed and impressive language. Particularly did the lieutenant-governor pay attention to the boys receiving the medals admonishing them to even greater shine in the future.

Official Proud of Men. Proud of the work of their men the Canadian Pacific Steamship Company planned the presentation, having all company officials present and many prominent business men of the city. In the absence of J. Vaux, assistant governor, Mrs. Vaux received her husband's medal and certificate. The C.P.E.R. recognized the bravery of the Chinese by monetary prizes several months ago when they were transferred to other ships.

The story of the rescue is a thrilling one, though the reports of the officers of the "Monteagle" are not devoted to "high lights," dealing simply with an outline of the actions taken. Captain Hosken's report read: On April 7, noon, we left Hong Kong. By midnight of that date the wind had increased to strong head winds and rough sea. On April 8 the wind continued and the sea was high, the vessel pitching and spraying the decks.

At this time a steamer was sighted flying signals of distress. I am pleased to be able to report that we were able to rescue the whole crew of this unfortunate steamer with the exception of four of the Chinese sailors, who were apparently drowned when their own boat capsized on being put into the water. Owing to the strong winds and high sea, and the fact that only two boats of the "Monteagle" were working, it was hard to manoeuvre, adding greatly to the difficulty of the rescue crew.

French Boat. The distressed steamer was the French vessel "Hsin Tien," of Saigon. At 9.30 a.m. the "Monteagle" was in a position to lower her lifeboats and two of these were despatched, one in charge of Chief Officer Ferguson and the other under First Officer Campbell. They had Chinese crews. About the same time the officers of the French vessel launched two boats, but one was capsized, and it is believed four other Chinese seamen were drowned at the time. The other boat, with 16 Chinese, got safely away. The chief officer's boat successfully reached the "Hsin Tien," and called to the men on the steamer to jump, but owing to the high seas running the Chinese on board refused, but one white man made the attempt and was taken on board the lifeboat. The wind and sea drove the first officer's boat past the sinking vessel, and drifted leeward in spite of the efforts of the Chinese crewmen. The "Monteagle" shifted to leeward, picking up the 16 Chinamen in the "Hsin Tien" boat, then took on the officer's draft, and finally at 11.45 a.m. picked up Mr. Campbell and his men. The "Monteagle" Chinese were willing to venture again into the small boats, but Captain Hosken was convinced that they did not have sufficient stamina to stand the long fight necessary to operate the boats, so he called for a voluntary white crew. At 12.30 p.m. the volunteers got away, and an hour later were back with 18 persons. Great difficulty was experienced in getting the men off the wreck owing to the heavy seas. At 2 p.m. the lifeboat with its European crew again left the "Monteagle." The "Hsin Tien" was getting very low in the water, and there were 31 men to save. Owing to the wind and sea the lifeboat, which was working down to the steamer from windward, missed the vessel and was driven to leeward. The "Monteagle" swung around, picked up the boat and towed it to the wreck, bound for Swatow from Shanghai. She was off the Lamook Islands, a very dangerous bit of water, when sighted at 8 a.m. The "Monteagle" was asked to stand by, and an hour later dropping her to

where she could probably make the side of the "Hsin Tien." At 3 p.m. the last person was taken off the French ship, and 15 minutes later all were safe on the "Monteagle." The total rescued was six Europeans and 60 Chinese. At 4.30 p.m. the "Hsin Tien" was sunk.

Praise for Rescue. "Early in the morning, when the "Monteagle" was just getting busy to carry out the rescue work, the French mail steamer "Amazon" came along, stopped and endeavored to get out a boat to help, but was unable to do so on account of the weather and sea.

"All over the China coast the "Monteagle" and her men were lauded for the splendid work which they accomplished. The manager of the Societe des Transports Maritimes de Chine, the captain and officers of the lost steamer, tendered official thanks to them and presented them with an address of gratitude. The French consul-general at Shanghai wired his heartiest thanks to them. "Mr. G. M. Bosworth, chairman of the Canadian Pacific Steamships Company, Limited, wired to Captain E. Beetham, general superintendent at Vancouver, as follows: "In connection with the rescue of the French steamer "Hsin Tien" by "Monteagle," please convey from directors of the company to Captain Hosken, Officers Ferguson and Campbell and to the members of the European and Chinese crew our appreciation of their gallant action. Directors are greatly pleased to have such brave men in their employ.—G. M. Bosworth."