

THE MOTHS AND THE FLAME



THE ABERDEEN CLIPPERS

Famous Boats With Trim Lines Now Only a Memory

A famous class of sailing ships, the clippers, is recalled by the passing away, in somewhat dramatic fashion, of one of the most famous of them, the Thermopylae, formerly of the Aberdeen Line. She made many brilliant performances as a fast sailer, taking a leading part in the races from China with the new season's teas that used to be the great sporting events of the maritime world. But with the suppression of sailing vessels by steamships the clippers were completely effaced, and for several years past the Thermopylae did humble duty as a training ship at the mouth of the Tagus. She became too old, as well as too small, for even this service, and so was discarded. The Portuguese Government, however, did not like to sell a vessel with her reputation, and decided to give her a "naval funeral." She was accordingly towed out to sea and sunk by two Portuguese men-of-war.

The clipper has been characterized as the highest development of the wooden sailing ship in construction, speed, and beauty. However much or little there may be in the suggestion that the name is derived from an old meaning of the word "clip," to run or fly swiftly, a clipper was at any rate a ship built expressly for speed, though latterly it was so constructed as to combine the greatest carrying capacity with the form best adapted for speed. Speaking generally, and avoiding technical terms, the clipper was longer and narrower than the ordinary sailing ship, was very sharp at the bows, and was gracefully fined away towards the stern.

The first Aberdeen clipper was built for an association of traders to compete with the paddle steamers to London. The firm of Alexander Hall & Sons constructed for these merchants a schooner of 112 tons, experimenting in the substitution of a sharp cut-water bow for the broad, bluff bow that was then common. This was in 1839, and the vessel—the first of its kind in Great Britain—was called the Scottish Maid. The experiment was successful, although the time it made on the trip to London—49 hours—seems ludicrous now. Other three schooners were built on the same model, and the "Aberdeen clipper bow" became celebrated.

While Aberdeen took the lead it soon ceased to have a monopoly of clipper-building. The Lord of the Isles, built on the Clyde, was a very noted clipper in its day, and other prominent Clyde clippers were the Sir Launcelet, the Taping, the Taiting, the Ariel, and the Serica, the last four taking part with the Flier Cross of Liverpool in a remarkable ocean race in 1866. This was the last of the races at which prizes for first arrival were awarded, and with the opening of the Suez Canal in 1869 and the development of steam shipping the halcyon days of the clippers came to an end. The clippers by that time, however, had thoroughly accomplished the purpose for which they were designed, and had rescued the China-freight trade from American dominance.

The Aberdeen clippers were remarkably immune from disaster; but one of the largest and very best built, the Schoenberg, 2,600 tons, launched in 1855, was lost on her first voyage, being wrecked on the rocks at Cape Otway, 160 miles west of Melbourne.

FRENCH BUGLER HERO

Taken Prisoner He Blew the Charge Which Led to an Arab Rout

It has been ascertained that the oldest member of the French Legion of Honor is a bugler named Rolland, who lives at Lacalm, a village in the mountains of Aveyron, at an altitude of more than 3,000 feet.

He received his decoration in August, 1846, for heroic conduct in Africa during the skirmish of Sidi Brahimi. The French soldiers had exhausted their ammunition, and with his last shot he fired his ramrod, which he had placed in the barrel of his musket, at the advancing Arabs. He stood his ground, and was run down by the Arab horsemen, who took him, wounded and a prisoner, to their leader, the Emir Abd-el-Kader.

The Emir was squatting on a rich carpet under an olive tree. On seeing the prisoner with his bugle he pointed to the small cluster of French troops that were opposing the Arabs, and he asked him if he knew the tune that the Christians blew to order a cessation of the combat. The bugler said that it was the "Retraite."

"Then take your bugle," said the Emir, "and blow the retreat."

Rolland pretended to obey, but, instead of the retreat, he blew the charge with all his might, and the Arab camp was carried. Considering the age of Rolland, who is now ninety-four, it has been proposed to promote him from the rank of Knight to that of Officer of the Legion.

Read The Daily News



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The average woman abhors having to spend all her time in the kitchen striving to accomplish some new dish in baking. But when she can have a range like the Gurney-Oxford, cooking becomes a pleasure and a fascination because of its consistent assured success.

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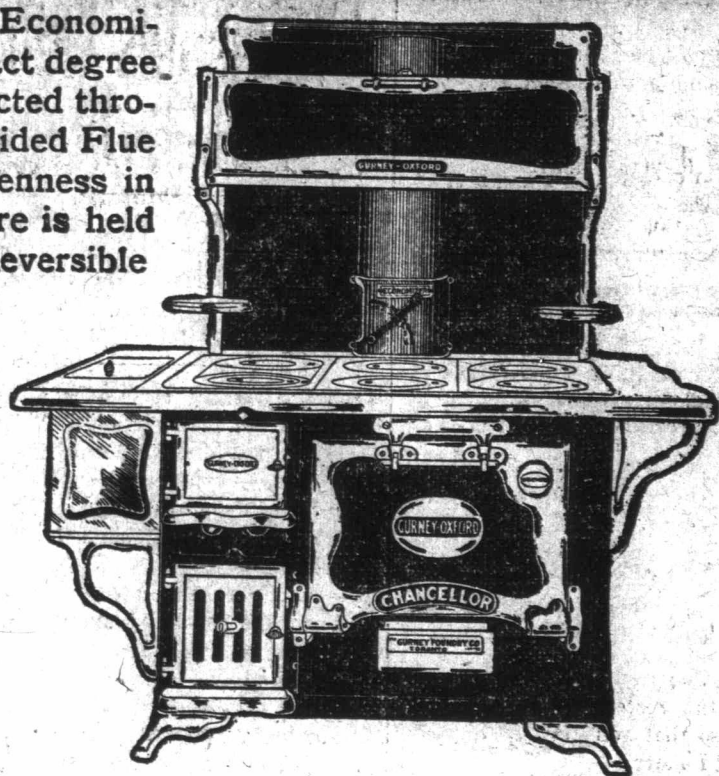
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PO'TERY BUSINESS LONG ESTABLISHED

PORCELAIN WORKS OF BERLIN CHANGED HANDS CENTURY AND A HALF AGO

Berlin, Germany, Oct. 1.—Just 150 years ago, in August, 1763, Frederick the Great acquired the Berlin Porcelain Works for a sum of 225,000 talers (675,000 marks) from the Berlin banker, Johann Ernest Gotzkowsky.

The factory was founded in a small way as early as 1710 by a man named Wegely, who, it is said, had contrived to become possessed of the strictly preserved secret of porcelain manufacture from an employee of a rival firm. Wegely, however, gave up the business after some years in consequence of the competition of the larger Meissen works and sold it to a Berlin modeler named Reichard, who had somewhat or other acquired the secrets of the Dresden manufactory.

Not having the means to carry on the business very long, Reichard sold the whole plant and the secrets of the method to Gotzkowsky for 10,000 talers, being retained as manager by the new purchaser. The banker, owing to the troubled state of the times, grew short of money, and not wishing to see the undertaking to which he had devoted so much time and energy brought to an untimely end, he appealed to the King.

Frederick the Great, as is his descendant Kaiser Wilhelm II., was a lover of art and a good man of business at the same time. He at once saw that under his protection the Berlin porcelain manufacture would attain a high artistic standing and become a great branch of industry. He therefore purchased the concern, kept on all the employees and increased the works, causing branches also to be opened in other large cities of Germany. The King took a great personal interest in the artistic part of the business; he examined the designs and was careful in his selection of the painters. Many of the patterns ordered by him are still in use at the present day and are in high favor among connoisseurs.

Despite wars and wars alarms the Berlin porcelain manufacture grew and flourished. Its turnover was from 1763 to 1787, 2,188,340 talers, the net profits, which belonged to the privy purse, amounting to 464,060 talers. The turnover of the Royal Porcelain Works at the present time is nearly 2,000,000 marks annually. A staff of experienced business men now manage the great factory, the best artists being employed. Berlin Royal porcelain has attained a high place in the world and is becoming more and more appreciated. The Seger porcelain and the red Chinese porcelain are perhaps the most generally favored.

The Emperor has done much to further the development of this industry. His majesty has made a point for many years past of giving beautiful specimens of Berlin porcelain as gifts to his fellow monarchs and to his friends on special occasions. The Tsar, the King of England, and the King of Italy have received particularly fine vases and table services from the Emperor.

FOUND ROMAN COINS

Edinburgh, Scotland, Oct. 1.—The hill of Inveresk, Musselburgh, formerly the site of a Roman fort, has yielded from time to time ancient relics such as baths,

pottery, etc., and recently in the garden of Kirk park, tenanted by Councillor Lowe, a number of brass and bronze Roman coins have been unearthed.

Five of these of special interest, when examined by experts at the British Museum, were pronounced genuine, but it is stated that they could not have been lost by the Romans at Musselburgh, as the oldest one, stamped with a beautiful head of Mercury, belongs to the middle of the third century, B.C., some 500 years before Agricola was in Britain, and must have passed out of circulation generations before his time.

On the other hand some of the coins were minted after the Romans left Inveresk. The Hadrian coin (the head of the Emperor on the obverse, and the figure of a female draped, on the reverse), and the Diva Faustina coin (the goddess of fortune, bearing an inscription showing that the coin had been struck by decree of the Senate) correspond to the date of the Roman occupation, but their condition, the expert says, is too good to allow of the belief that they can have lain in the soil since the year 60 A.D. Great historical interest is attached to the discovery but no one can tell how the coins came to be buried where they were found.

PLAN WATER SUPPLY

Leeds, England, Oct. 1.—The Leeds Corporation are considering a great water supply scheme which will supply not only the town of Doncaster, but rural districts in the West Riding, including Tadcaster. The construction of Leighton reservoir is now in progress and Colsterdale reservoir will be built later.

The corporation of Doncaster may desire to take a minimum quantity per day of 500,000 gallons of water, and will have the right to draw up to 20,000,000 gallons per day.

DISCUSS SAFETY DEVICES

Chicago, Sept. 30.—Representatives of every important American railroad were here on Monday at the first meeting of the American Railway Safety Association.

Aroused by a series of train wrecks an organization was formed last April, and in the subsequent campaign 36 members were brought in. On Monday 60 persons attended the association's meeting, all being members or declaring their intention to join.

An exhibit of safety devices is a feature of the meeting.

ARRIVED AT AGREEMENT

Edinburgh, Scotland, Sept. 30.—Recently in Edinburgh the employers and coal trimmers on the Firth of Forth ports met in conference to discuss weekend work. The following agreement, which is subject to ratification by the various district committees of the National Union of Dock Laborers, was arrived at:

1. The stopping hour of coal trimmers at the Firth of Forth ports on Saturdays shall be 1 o'clock; but if any vessel can be finished that night, loading, if required, shall be completed. Over-time shall be paid at the rate of 1s. per man per hour up to 6 p.m., and at the rate of 1s. 3d. per hour thereafter. Notice that work is to be continued after 1 p.m. to be given to the foreman trimmer in the forenoon.

2. Arrangements have been made in the different ports for a maximum number of gangs between Sunday midnight and 6 a.m., Monday. If the men are kept waiting between these hours

and no coal loaded, they are to be paid for such time at the rate of 1s. per man per hour, and pro rata for part of an hour waiting time to be cumulative.

Under the old agreement, which was entered into in November, 1912, coal trimmers were paid overtime after 6 p.m. on Saturdays at the rate of 1s. per hour. The main advantage gained by the men by the proposed agreement (which will only continue in force for three months) is that they will obtain payment of overtime after 1 p.m. on Saturdays.

ATTRIBUTES MOTIVE

Paris, Oct. 1.—As might have been expected, the tribute paid by the King of Greece to German military efficiency in relation to Greek victories in the Balkan war has caused some surprise in France.

To give German military methods the credit of having rendered possible the success of Greek arms, when King Constantine has announced his intention of visiting Paris for the special purpose of giving to French military principles this tribute, gives good cause for surprise.

The Temps, however, in its editorial on the subject, says that too much importance must not be given to an utterance which was probably prompted by the wish to meet with the Emperor's desire that a tribute should be paid to German military science.

Account must be taken, says the French daily, of the personal charm of the Emperor William, of which King Constantine is not the first of the sovereigns friendly to France to feel the influence. The King of Greece has also a special reason for wishing to hold the favor of the German Emperor. He has in mind the future of the populations of Epirus whom both Austria and Italy are endeavoring to wrest from Greece and give to Albania.

The winning of so powerful a member of the triple alliance as Germany to the side of Greece would greatly help to smooth over the divergence of opinions which exists between the great powers on this question. The Temps concludes by expressing the hope that the visit of the King of Greece to France will help to efface an impression of which the German press is already making capital.

ITALY DENIES REPORT

Paris, Oct. 1.—A communique has been published in Rome declaring that the statement which has been made that certain of the Aegean islands occupied by Italy would be handed over to Greece is void of foundation.

Italy, says the communique, has, in common with other powers, full freedom of action in this matter. The future of the Aegean islands has already been made the subject of remarks by the French premier in his interview with a representative of the Corriere della Sera. It will be remembered that M. Barthou pointed out that the question of the islands had been settled by the treaty of Lausanne and by the London conference.

The Journal des Debats in its comments on the communique points out that the "freedom of action" claimed by Italy is limited by the conditions of the treaty of Lausanne, and by the statement made by the Italian ambassador at the London conference on August 5. In this statement, he declared that as soon as Turkey had conformed to the Lausanne treaty, Italy would, together with the great powers, consider the future of the Aegean in the light of the general interests of Europe.

BRITISH STATE RAILWAYS

London, Sept. 30.—The Board of Trade recently issued a return showing the extent of state railways in British possessions and foreign countries. In Australia, New Zealand and South Africa the policy of state ownership and operation of railways is in force, and private railways play a very small part.

In Canada, on the other hand, state railways are the less important part of the railway systems of the country. In Newfoundland the greater portion of the railways are owned by the state, which leases them to a private company. Canada in 1911 had 26,278 miles of privately owned and operated lines and 1018 miles state owned and operated. Canada had also 192 miles of railway owned by the state and privately operated.

India had 18,245 miles of railway owned by the state and privately operated, 6874 miles state-owned and operated, 1662 miles owned and operated by native states and worked by companies. Australia had 16,079 miles state-owned and 1934 owned by private companies. South Africa had 7548 miles state owned and 545 miles owned by

private companies, and New Zealand had 2808 miles state-owned and 29 privately owned, and New Foundland 723 miles state-owned but privately operated and 47 miles privately owned.

In 32 of the 42 foreign states dealt with the railways are owned in whole or in part by the government. In the Netherlands and in Peru the railways are owned by the state, but operated by private companies. In Austria and Hungary, however, the state operates a great part of the privately owned lines. In Belgium, Bulgaria, Egypt, Germany, Italy, Japan, Nicaragua, Panama, Rumania, Serbia, and Siam there are practically only state-owned systems. In Chile, China, Denmark, Honduras, the Netherlands, Peru, Russia, and Switzerland the railways are mostly state owned but privately owned lines form an important part. In the Argentine Republic, Austria, Hungary, Brazil, Costa Rica, France, Portugal, Sweden and Turkey the lines are mainly private, but state-owned railways form an important part. Altogether the return shows that there is a total of 174,917 miles of lines worked by governments and 424,232 miles worked by private enterprise.

PLAN FOR EDUCATION

Edinburgh, Scotland, Oct. 1.—A movement is on foot to form a Scottish district of the Workers' Educational Association, strong branches having already been developed in Edinburgh, Aberdeen, and Govan. Several members of the universities staffs, the labor organizations, and the co-operative movement are warmly supporting the work.

In 1906 the branches numbered 13 with 283 affiliated societies; today they number 158 branches with 2164 societies affiliated. In Edinburgh there are eight bodies affiliated, and during the past year the work of higher education for working men and working women has been vigorously prosecuted in the villages. The annual meeting of the association will be held in Leeds in the autumn.

NEW WIRELESS FEAT

Paris, Oct. 1.—According to a statement made in L'Opinion, incessant work is being carried on for the establishment of wireless telegraphic communication between the Eiffel tower and a Russian fortress a few miles from the German frontier. It is reported that signals have been exchanged and a code arranged.