

THE STAR, ST. JOHN, N. B. THURSDAY, MARCH 22, 1934

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THE most fastidious cannot help but be pleased with the Styles and fitting qualities of our new

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low shoes. They offer superb value for the money, even to the woman most economically inclined.

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Gents' White Dress Shirts.
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Electric Burglar Alarms
Door Openers, Annunciators and Bells Scientifically Installed.
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Reliable AND Durable ROOFING
G. S. FISHER & Company,
SOUTH SIDE, KING SQUARE

**ONLY REAL SECRET
PLENTY OF STRING**

'Twill Make a Slim Genevieve of a Plump Doty.

Tips as to Adjust Straps and Such are Welcomed by the Eager Modelists.

The secret of the whole thing lies in plenty of string. Miss White said so at a recent session of the dressmakers' committee at Masonic Temple, New York, and proved it to the apparent satisfaction of the entire audience. "How can you pull them down over the largest part of you if you have little cotton strings a yard long?" she demanded. Not a dressmaker ventured a reply, but Miss White went on to say that she wasn't going to ask them to take her word for it and told her trusty lieutenant, Lella, to bring out the living models.

Lella obeyed promptly. The up-state modelists left their seats in a body and rushed toward the stage to get a closer view of the procession that filed forth from the dressing room, says the Sun.

The first glimpse of Doty, who led the march, was enough to convince any unprejudiced spectator that it would take all the string the premises afforded to properly adjust her. Doty admitted that she tipped the scales to 275 pounds and added that she hoped Miss White would be able to fit her, because no one else had ever come anywhere near it.

"Dearest thing in the world," declared Miss White. "Probably you have never before had a sensible model. For a stout woman they must always be made of cotton—never of batiste. You can't expect to hold in 275 pounds of flesh with a few strips of silk or linen edged with Valenciennes lace, can you?"

Lella and Doty selected a long cotton model with a bewildering mass of strings, and Doty held her breath while Lella devoted her attention to the looks.

"Stop!" shrieked Miss White. "Haven't I explained to you over and over again that nature always intended women to breathe and that the true Parisienne is doing her best this season to copy nature? Haven't I told you that every woman I saw at the Olympia, the Polles, Bergeres, the Regane and the Jardin de Paris was breathing just like a baby? Lella, drop those strings and don't you touch them again until she has taken three deep breaths."

Doty took the breaths. Miss White then ordered Lella to draw Genevieve, the perfect model, into the white satin Botticelli model No. 474, while she tried her hand at Doty.

"This lady measures 40 inches around the waist," she announced, "and 50 around the chest and 64 about the hips. The Botticelli model wouldn't do at all for her, but this one I am fitting her to is a charming little creation made after the lines of one of Rubens' masterpieces. You see it has the adjust straps in front which are warranted to reduce the measure at least three inches in two weeks."

"You observe that I pull the strings very tight over the hips and that I do not draw in the waist at all. Nature never called for a small waist, as you can see if you take the trouble to look at the woman statue in the galleries, as I did. Furthermore, if I don't pinch the waist I don't interfere with the floating ribs. It is true that half of the women who go to specialists and have operations performed for all sorts of diseases that they think they have would be perfectly well if they only knew how to put on their clothes properly."

"Now," she continued, as she gave a firm jerk to the strings which held Doty, "don't you see how beautifully this lady's flesh is distributed? She has no double hips like she had when she came out here, has she? She can breathe, and she can stand on the balls of her feet, and she has the same lines that Genevieve has."

"Ain't it awful hard to sit down in them long ones?" inquired one of the dressmakers.

"Not a bit," replied the one who

knew. "All you have to do is to have the bones shortened a bit if they strike, but never forget before you sit down in a car to lift your skirt slightly in the back and you won't find your feet jerked a five floor."

Doty was then permitted to practice sitting in the Rubens model, and Genevieve was summoned to front centre to demonstrate how it was perfectly possible to walk gracefully with one's form encased in strips of the best whalebone reaching to a point 22 inches below the waist.

"It isn't of course, every one who can carry off the Botticelli," said Miss White, but nearly every one can walk very well in the Fra Angelico which Gladys has on. Come here, Gladys, and let the ladies see the difference."

"The Fra Angelico is fully as exclusive as the Botticelli," continued the editorialist as Gladys advanced into the limelight, "but it is so to speak, a trifle less spirituelle in conception. Gladys, you see, is a trifle plumper and more petite than Genevieve and is a shade more piquante in manner. The Fra Angelico is idealistic in type, but not so mystic as the Botticelli. If you had gone to the Louvre seven times as I did, and stayed nearly an hour each time you would understand just what I mean."

Other living models appeared in turn to display the merits of the "Pompadour" and "Filippo Lippi" models. But it would be impossible to do justice to the characteristic lines of all of them without entirely leaving out all mention of the wedding of a St. Madeline, which lacked no detail of the original, saving the groom.

The bride's name was Geraldine and she wore a simple white satin frock with a yoke of duchesse lace and a train three yards long. Miss White said that the train should be not more than 30 inches in length for a house wedding, two yards for a chapel and three or more for a large church. The maid of honor was clad in a white net Louis XV. costume finished with St. Gall embroidery and finished with a deep blue satin sash. Her hat was one of the new caplets, characterized by the vulgar as "inverted peach basket."

There were also a bevy of diminutive maidens in white lace frocks that stopped several inches above their knees, white silk socks, blue and pink slippers and much display of hair ribbons. Their office it was to scatter flowers before the bride, to hold up her train and to perform other friendly duties.

As for the guests so gorgeously were they attired and so beautifully did they set off the creations that Miss White had purchased on the Rue de la Paix that the dressmakers said it would be awfully hard for them to make a selection among the models. The Moven Age was sweetly clad, but then so was the Louis XV.

Jagles—He's very proud of that youngster of his. Wagles. Yes. He thinks he's a mechanical genius because the other day the boy took his watch to pieces.

Had Heart Trouble and Shortness of Breath For Six Years.

Was Weak and Thin—Only Weighed Seventy-three Pounds. Now Weighs One Hundred and Thirteen.

When you find your heart the least bit out of rhythm, your nerves unbalanced, your breath short, don't wait until you are prostrated on a bed of sickness. Take Milburn's Heart and Nerve Pills. They'll straighten out your heart and nerves and you have a heart, make your nerves strong and your whole being thrill with new life. Milburn's Heart and Nerve Pills cured Mrs. K. E. Bright, Burnley, Ont. She writes: "I was greatly troubled, for six years, with my heart and shortness of breath. I could not walk eighty rods without resting four or five times in that short distance. I got so weak and thin I only weighed seventy-three pounds. I decided to try the pills of Milburn's Heart and Nerve Pills, and after taking eight boxes I gained in strength and weight, and now weigh 133 pounds. I feel like a new woman. The most I ever weighed in my life. I feel well and can work as well as ever. I did not believe in pills until I tried Milburn's Heart and Nerve Pills for it all."

Price 50 cents per box or 3 boxes for \$1.25 at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

COMPULSORY SAFETY FOR STEAMSHIP PASSENGERS

Little by little the protection of the land has been thrown about passengers at sea, by making it compulsory for owners of vessels to equip them with certain safety-devices. Yet statutory provision always lags behind invention and today the provision of numerous pieces of apparatus is wholly voluntary. The Republic disaster is responsible for a considerable public opinion, notably those for the detection and prevention of fires at sea.

Says this paper: "There is close touch with ships and shipping are aware that hardly a day passes in which the 'wireless' does not play a prominent part in getting assistance for some helpless craft, and so fully appreciate its usefulness. It is only when some such disaster as the collision between the liners Republic and Florida occurs practically in our waters, however, that those not intimately acquainted with the mariners' life awaken to what—in justice to all concerned—are absolute necessities in the equipment of the modern passenger vessel."

It is appalling to think that there are transatlantic steamship owners not sufficiently progressive, to put it mildly, to have equipment of this kind installed on their vessels, and that these vessels, with about one thousand souls aboard when out of the range of vision of passing craft, belonging to more progressive owners, have a slim chance of obtaining any assistance they made urgently need. The loss of the Republic, one of the transatlantic ferry's finest, demonstrates the fact that the non-wireless vessel, under certain conditions, is a menace to modern navigation in the steamship route.

A POOR ESCAPE.

"To say that passenger vessels were considered a triumph of the shipbuilders' art and navigators' art ten years ago, before the Marconi wireless came into force on the Atlantic, is to make a mighty poor excuse for ignoring the needs of the present day. Steamships were considered the acme of safety before such improvements as the light bulkheads, double bottom, twin screws, etc., were known in the shipyard. Perhaps it is just as well that competition is to a great extent responsible for the installation of each device conceded to be of practical value to the prevention of loss of life at sea. The intending passenger these days, when purchasing his ticket, seldom fails to make some inquiries along this line, with the result that the company owning the best equipped vessels usually give his patronage."

The introduction within the past few years of submarine signalling apparatus has done much to lighten the burden resting on the shoulders of the navigating officer. Many accidents due to fog have been averted, and many hours—formerly spent in endeavoring to "pick up" a lightship or other point—saved by the use of this device."

RAPID AND SAFE.

A clause in the latest Regulations of the U. S. Steamboat Inspection Service practically forces the shipbuilders and owners to recognize the fact that there are commendable boat-handling devices on the market and that launching-apparatus will have to be rapid and safe—a time limit being given. Such a rule, the writer thinks, was really unnecessary in the case of a large percentage of owners. Compulsory boat drill at sea has done much to ally fear, and, when boats are fitted with apparatus for rapid and safe handling, the passengers' confidence is still further augmented.

DANGER FROM FIRE.

Another danger of the sea is also inadequately provided for in many ships that seem up-to-date, and to which hundreds and thousands of passengers thoughtlessly entrust their lives. This is the danger from fire. Says the writer on this point:

"There are several systems of fire-fighting apparatus aboard ship, but how many vessels are equipped with a device which will unfailingly announce the presence of fire in its incipency. How much longer has the shipmaster to depend on the keen sense of smell or sight of the various members of his crew to detect the smoldering blaze? A recent fire aboard ship was discovered through smoke being observed rolling from a hatch. In fighting the fire the master and mate of the vessel were overcome, the fire itself being extinguished only after many hours of strenuous effort on the part of the crew. This was a fire which, according to report, must have been smoldering some considerable time. Fire at sea is one of the few things which strikes terror to the heart of the sailor. There are devices at present in use aboard ship which not only announce the presence of fire in the freight or other compartments, but will give warning of a rise in temperature in these compartments and so prevent any possibility of an outbreak. We have read letters written by masters, mates and engineers, commending these devices; letters from the men who were aboard ship when the device was the means of saving the vessel and lives of the crew. Is the day to come when shipowners will be compelled to adopt some such device, or will they still continue to depend on the pluck and endurance of the masters and crews of their vessels to extinguish any conflagration which may break forth?"

"The adoption of the wireless should no longer be left to the choice of the shipowner. Neither, for that matter, should the adoption of the devices above mentioned. Let us hope that the day is not far distant when so far as the vessels of our merchant marine are concerned, the best of equipment will be none too good."

ANOTHER BLACKHAND MURDER IN NEW YORK
Cigar Maker Shot Down by Italians—His Wife Pleaded With Them Not to Kill Him

NEW YORK, March 24.—Another killing which the police declare should be added to the lists of crimes of the Blackhand Society was committed on the streets of Brooklyn today, when Joseph Genaro, a cigar maker, and supposed to be the father of a vaudeville performer of that name, was shot down and killed in a fusillade of bullets that followed a meeting of Genaro and a crowd of several Italians.

The police made several arrests, and Mrs. Genaro who stood by and implored her husband's enemies not to shoot him, declared that Antonio Ginecetta, a saloon keeper, one of the prisoners, had killed her husband. Detectives have had Ginecetta under surveillance for some time, believing that he might know something of the movements of the Blackhand Society. Genaro had trouble last night with Ginecetta over a bar bet which the victim had put up for a friend of Ginecetta's. Genaro told Ginecetta that the latter should pay some thing toward the bet, sustained and the saloon keeper thrust him out of the place. This morning Genaro, according to his wife, intended to see Ginecetta, but she begged him to remain at home, saying that Ginecetta and his friends would be waiting for him. Genaro, when he went out today, was followed by his wife. They met Ginecetta and his friends on the corner and the shooting followed.

"Poor chap! Everything he earns goes on his wife's back."

"Well, if you had seen her at the opera you wouldn't think he earned much."

AIRSHIP USELESS AS WAR MACHINE

Prince Henry of Prussia Gives His Views.

The Zeppelin Solves Problem of Reaching a Definite Point, in Favorable Weather, But Scapital of Utility.

BERLIN, March 24.—Prince Henry of Prussia lectured Saturday before the Marine Academy at Kiel on his recent experience in making a voyage in the Zeppelin airship. His conclusions are not very encouraging to the Zeppelin enthusiasts. He said, among other things, that the airship was so sensitive to changes of equilibrium that, notwithstanding its enormous size, when a member of the crew had to change his place at the end of the car with a man at the other end they must leave their places simultaneously and pass precisely in the centre of the connecting gangway. The movement required considerable steadiness and courage on the part of men changing places. Orders could not be given orally from one car to another owing to the noise of the motors and propellers. Neither could a man be sent from one car to another, as the balance would be destroyed. Orders were written, placed in a carrier and passed along an endless wire.

USELESS IN WAR TIME.

Prince Henry considers the noise would be a serious drawback to an airship's usefulness in war times, as it would betray the airship's approach. There were other reasons, he said, against its employment for military purposes or as a regular means of communication. For instance, it was doubtful if the results achievable were proportionate to the great cost. The airship could not advance against a wind of more than a certain velocity, and it was very dependent upon all atmospheric phenomena. The motors could not be depended on on a long distance journey. The altitude attainable was limited by the effect the decreasing density of the upper atmosphere has upon the motors and machinery owing to there being less oxygen and lessened resistance to the propellers. He himself took the helm for a while and found, although the steering gear was clumsy, that the airship answered as perfectly as a steam pinnaque in the water. He was of the opinion that the airship solved the problem of reaching a definite, but not too distant, point in not very favorable weather, but was sceptical of its general utility or of its ability to be employed in war.

COMPANY COULD NOT RUN AS EASILY AS ITS MOTOR

Incorporated at \$10,000,000 to Make Revolutionary Motor That Costs Almost Nothing to Operate—Now in Receiver's Hands.

PORTLAND, Me., March 24.—The receivership for the C. O. Q. Development Company, whose principal office in Philadelphia was made permanent by a decision from the supreme court today and the receiver, Benjamin G. Ward of this city was ordered to wind up the affairs of the company. John E. Carroll, the Philadelphia inventor, formerly was treasurer of the company. It handled a motor invented by him and which he claimed would revolutionize the mode of propulsion and would cost practically nothing to operate. The company was incorporated at \$10,000,000 and received some of the heaviest stockholders, contending that Carroll was not properly managing the affairs, asked for a receiver. Charles Oeschelberg was one of the stockholders.

VERDICT OF MURDER IN FORTY MINUTES

Two Negroes Will Die and Third Gets Term of Fifteen Years.

RICHMOND, Va., March 24.—At Powhatan court house today the jury in the Skipton murder and arson case, after forty minutes' deliberation, returned a verdict finding Joe and John Taylor guilty of murder in the first degree and John Brown guilty of murder in the second degree and fixing the punishment of the last named at fifteen years in the penitentiary. The first degree murder verdict carried with it death in the electric chair. The men are three of a number of negroes charged with murdering Mrs. Mary R. Skipton and Walter G. Johnson, the manager of her estate, and afterwards setting fire to the historic home, "Southwest."

WIFE MURDERER MAY BE PARDONED

PROVIDENCE, R. I., March 24.—The senate committee on pardons today voted favorably on the application for pardon of James F. Lynn of Pawtucket, now serving a life sentence for the murder of his wife, Mrs. Ann M. Lynn, in Pawtucket on the night of August 19, 1931. The woman's killing grew out of domestic trouble. The two had separated about three months before Lynn walked into his wife's store, pushed her out into the street and shot her down with her baby in her arms. She died instantly from a bullet wound at the base of the skull.

We Have a Real Bargain Day Friday and Saturday Every Week

SEE OUR LIST FOR THIS ONE

Ladies' Undervests, long sleeve, short sleeve or shoulder straps, regular 30c, 21c. See window

We have just opened another lot of those **\$1.25 Lawn Waists**, new patterns, at **98c** Friday and Saturday

New D. & A. Celebrated **Corsets**, with or without garters, **47c**

Another lot just in time for this week of those **Satin Underskirts**, 2 styles, \$1.25 quality, only **89c**

10 Doz. more of those Hemstitched **Pillow Slips** at **28c** pair

Pure White Table Linen, 58 inch, regular price 50c, **33c** Friday and Saturday

Unbleached Table Linen, 62 inch, regular 55c quality, **36c** for Friday and Saturday.

Another lot of those Special Lace Curtains, 3 1-2 yds, at **\$1.00** pair; all linen Roller Towelling with red border, at **7, 8 and 9c**, regular 10, 12 and 14c; 10 yd. pieces Cotton Diaper, 20 inch, for **\$1.00** piece, reg **\$1.25**; 10 yd. pieces Cotton Diaper, 22 inch, for **\$1.10** piece, reg. **\$1.35**

The balance of Art Muslins left last week we will sell at **7c**.

ROBERT STRAIN & CO., - - 27 and 29 Charlotte Street