

ROYAL YEAST CAKES

ROYAL YEAST CAKES

For Perfect Bread

NOTE:
If you take YEAST for your health, try this: Soak a ROYAL YEAST cake over night in tepid water with a little sugar. Stir well, strain and drink the liquid. Delicious when taken in orange juice.

STANDARD OF QUALITY FOR MORE THAN 50 YEARS

E. W. GILLET CO. LTD.
TORONTO, CAN.

"Mr. Speaker" Tells Tales

MEMORIES OF A GREAT PARLIAMENTARIAN.

"When we were in the middle of an excited debate and feeling was running very high, not only in the House itself, but in my wife's gallery, where some alterations had taken place."

"I received a pressing appeal from Mrs. Asquith to keep order amongst the ladies admitted to that sanctum."

"This duty generally fell to my wife, but she was abroad at the time, and so I scribbled the following reply: 'Dear Mrs. Asquith—I have as much as I can manage in keeping order amongst the devils below, without having to control angels above.'"

This anecdote is told by Lord Ullswater, formerly the Rt. Hon. J. W. Lowther, who from 1905 to 1921 occupied the honoured office of Speaker of the House of Commons; it appears in his newly-published reminiscences, "A Speaker's Commentaries" (Arnold, 36s.), one of the most interesting books of the season. During his sixteen years in the Speaker's chair Lord Ullswater heard 50,000 speeches—"and I really listened to them all."

An Exciting Climax.

Not the least important factor contributing to Lord Ullswater's success as Speaker was his wonderful memory, for faces, names, and voices; "not only did I know, by sight and name, every member of the House, but I believe that with my eyes shut (which they never were) I could have named every member by the sound of his voice."

The former Speaker's book will appeal to a wide circle of readers, for it is full of piquant stories. Mr. Speaker Lowther's reminiscences will be valued by every politician, for he relates many quaint things that happened in the House.

A series of exciting debates led to the following unexpected climax:— "Just as I had declared the House to be adjourned, and was leaving the Chair, Mr. Ronald McNeill, who happened to be standing on the left of my chair, seized my small bound copy of the Orders of the House, and, hurling it across at Mr. Winston Churchill, cut him on the forehead. As the House was then technically adjourned, I could take no action, but on the

following day Mr. McNeill made a full and handsome apology, which was frankly accepted by Mr. Churchill. . . . The unlucky copy of the Orders is still in my possession, and a bent corner of the leather binding bears evidence of the improper use to which it had been applied."

But not all Lord Ullswater's stories are of Parliamentary life; he has many good anecdotes of people he has known in other spheres of activity. After the unveiling of the Queen Victoria Memorial in front of Buckingham Palace the police were told to give information about the various figures in the sculptured group, one of which represents "Maternity." A sightseer was heard to exclaim: "Maternity? Then she ought to be ashamed of herself, for she has no wedding ring."

One of Lord Ullswater's most famous relatives was the late Duchess of Cleveland—"a very remarkable old lady, a typical grande dame almost of the eighteenth century. . . . At Osterley she had a resident doctor and secretary, whom she bullied rather unmercifully. Dr. White by name. . . .

"On one occasion, the doctor, having been given some important letters to post at Southall, forgot all about them and foolishly reported his negligence. Not much was said at the time, but on retiring to bed in the evening the old Duchess, stopping at the door and turning to her guests, amongst whom Dr. White was standing, said: 'Good night, gentlemen. Good night, gentlemen. Good night, ladies. Good night, fool.'"

A Society outcast, one Spencer Lyttelton, knowing that it was always the custom at a certain country house for the guns to have a half-crown sweepstake on the first woodcock killed, told his valet to buy a woodcock in London and to bring it out with him in his pocket.

"At the first stand Lyttelton, who was not in sight of the other guns, called out 'Woodcock! Woodcock!' and fired two barrels. At the end of the beat, when the guns met, he claimed the sweepstake, and when some doubt was expressed as to any woodcock having been seen, he called upon his servant to produce the bird. The servant, putting his hand into his pocket, produced a woodcock all plucked and trussed, ready for the table!"

Fortune "at His Feet"

A legal friend of the author was Mr. James Moorman, K.C., "a peculiar old gentleman who resided at Keswick." He was known locally as "Mr. Pickwick" owing to his appearance and eccentric ways. On one occasion, "disguising himself as a waiter, he insisted on waiting at a dinner which was being given by Canon Rawnsley to the Master of Balliol and other guests at the Vicarage, until he could stand it no longer, and, taking off his wig and whiskers, he said, 'You are all so d—d that I must sit down with you and cheer you up a bit,' which he proceeded to do."

There is this very strange story told to Lord Ullswater by Mr. Campbell of Dunstaffnage:—

"He said that when he was a young man he went out to Australia. On one occasion, as he was driving a large flock of sheep down from his farm towards the town, an old newspaper which was being blown about by the wind got round his feet. He disengaged himself from the encumbrance and resumed his tramp, but the newspaper again got round his feet. He disengaged himself from the encumbrance and resumed his tramp, but the newspaper again got round his feet. This time he picked it up and read it. In the advertisement columns he found an advertisement inquiring for the whereabouts of one Campbell, presumed to be the heir to the Dunstaffnage estate, and this eventually turned out to be none other than himself."

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YOUNG LOVERS!
See
KISS ME AGAIN
before marriage!
dec11.24

Gasoline-Electric Vehicles for Railway Service

(H. H. Sener in Westinghouse International)

In recent years the interest of the railroads has been centered on self-propelled cars for use in branch line service. At the present time a variety of gasoline-driven cars as well as gasoline-electric vehicles are being operated in this service with considerable success.

The gasoline-electric car is not a new development. It was conceived about fifteen years ago, at which time a number of cars were built, many of which are still operating. The success of these cars has been varied, but until very recently their chief obstacle has been that the gasoline engine was not developed to the point where it would give reliable and satisfactory performance under railroad operating conditions. The development of the automobile has, however, produced such a remarkable advance in the perfection of the gas engine that it has now reached a point where it will satisfactorily meet the exacting demands of railroad service. In addition to the influence afforded

SPECIAL ANNIVERSARY SALE OFFER!

INTRODUCING FOR THE FIRST TIME—

Professor Charles Munter's NULIFE CORSET

SELF-LACING—BACK-RESTING—ABDOMEN AND HIP REDUCING!

The new Corset which was awarded the highest DIPLOMA at the International Expositions of England, France, Spain and Italy for being the finest Corset of the day. You will admire the new self-lacing method of the NULIFE CORSET—the fine workmanship and the new modern ABDOMEN and Hip Reducer—only to be found in "Professor Chas. Munter's Nulife Corset." Special makes for the tall type long waisted women or for the medium, average type of women, also for the extra large size women who take sizes up to 40.

LADIES! If you are in need of a Corset of the finest type, see these—you will at once admire the new modern Corset, only to be found in the "NULIFE"—PLAIN WHITE or PINK COUTIL WITH SATIN BINDINGS—OR THE FINEST SILK BROCADES, ALL HERE IN SIZES 21 to 33 in REGULAR—OR 34 to 40 in STOUTS.

Regular Values up to \$12.00 SPECIAL SALE PRICES—

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Nulife Corselettes

In conjunction with our "NULIFE" Corset we are showing a complete range of sizes from 34 to 50 in the Nulife Corselette—a finer type Corselette known the world over.

2.75

The Broadway House of Fashion

"The Store of Real Values"

by the recent progress in the development of this class of equipment, the railroads have turned to the self-propelled car as a means of profitably operating light traffic lines under the present high wage scales and operating costs.

Throughout the United States and in Europe there are a large number of such lines on which the cost of train crews, cost of maintaining the steam locomotives, the contingent expense of coaling, watering and roundhouse facilities, and the standby losses, are such as to make the cost of operation a most prohibitive as compared to the low revenue from the small amount of traffic. With the

self-propelled car the operating costs are materially reduced and the fixed charges are also considerably less. There are no standby losses, of course, since the engine can be stopped when not in use. Coaling and watering are not necessary and the car, in the case of the gasoline-electric equipped unit, can be arranged to operate from either end; thereby eliminating the necessity for turning facilities. A large advantage is also present, in that the smoke and dirt which accompany the steam locomotive are avoided, making travel more attractive and increasing real estate values along the right-of-way.

Fast developments point to the use of two general types of the self-propelled car for the future. The first type employs the straight mechanical transmission of power between the engines and wheels in the same way as the automobile. This type of drive has proved itself to be successful when applied to small lightweight cars comparable in proportion to those used on street railways and in light interurban railway service.

Conditions under which the steam railroads operate, however, require a heavier and more rugged class of equipment operating at higher speeds and with sufficient capacity to haul a trailer when necessary. The condi-

tions are best met by the gasoline-electric drive which permits the engine to be operated at a constant horsepower output, although the speed and torque of the car can be varied through the electrical control. The electric drive removes the limitations of the mechanical transmission including clutches, gear shaft, differential gears, etc., which limit the weight and capacity of the straight gasoline type of car. The flexibility of the electric drive provides smooth acceleration and permits the advantage of double-end operation.

Among the first of the pioneer gasoline-electric cars is one that is now operating in daily revenue service between Flemingsburg and Flemingsburg Junction, Kentucky, U.S.A., a distance of 5.3 miles, on the Flemingsburg & Northern Railroad. This car was purchased in 1919 from the Richmond & Appomattox R.R. Prior to 1919, its history is not complete except that it was equipped about thirteen years ago with a gasoline engine and electrical apparatus manufactured by the Societe Anonyme Westinghouse.

The engine which is rated at 90 hp. at 950 rpm. and is of the 6-cylinder type, is direct connected to a 55-kw., 600-volt generator which supplies power to four Westinghouse type 101-B motors. This car, though

old when purchased by the Flemingsburg and Northern Railroad, has given good service and has proved to be a very satisfactory means of branch line service on the branch line on which it operates.

All the old cars in service are, however, much lower in capacity than those which are going into operation at the present time. As an indication of the strides that development has taken, the Flemingsburg & Northern Railroad car weighs 52,000 pounds and is rated at 90 hp. The J. G. Brill Company in the States has developed a standard car to fill present day requirements. It weighs 82,000 pounds and is equipped with a 250-hp. engine and electrical apparatus built by the Westinghouse Company. This comparison, being representative of the latest requirements of present day transportation, is also indicative of the ability of the manufacturers to meet the railroads in meeting these requirements in the most efficient manner.

This car is now operating on the Reading Railroad. Following completion and successful demonstration before going into actual service, an increment was made to the Pennsylvania Railroad and New York, Western and Ontario road had placed contracts for cars of the same type. Three cars will go to the Pennsylvania System.

This discussion has been confined to the gasoline-electric car, but progress is being made in the development of gasoline-electric and el-electric locomotives. The propelled car and locomotive are a very attractive and cheap motive power for certain applications where the continued use of the locomotive has proved undesirable from the standpoint of operating smoke nuisance, or fire hazard where operating conditions are such as to warrant the first complete track electrification.

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SNOODLES

GANNIBAL QUEENS ARE LIKE ANY OTHER QUEENS INASMUCH AS THEY WANT WHAT THEY WANT WHEN THEY WANT IT! QUEEN QUINCHEMERE HAS SET HER HEART ON DUSFACE BILL—

BACK UP, GEORGIE! THIS IS MY PRIVATE ROOST!

DE QUEEN AM SENDIN' YOU DIS HERE GAGEMENT RING.

DE QUEENS UB DESE ISLANDS SEND DE PRESENTS TO DE MEN FOLKS INSTEAD UB DE MEN FOLKS SENDIN' EM TO DE WIMMEN FOLKS.

HOWS SHE EXPECT ME TO WEAR THAT HOOP ON MY FINGER??

SHE DONT! SHE SPECK YO'LL TO WEAR IT IN YO' ALL'S NOSE!

SONNY! I'VE GOT A HUNCH THAT ME AN' YOU ARE GOIN' TO TAKE A LONG CANOE RIDE!

By CY HUNGERFORD

Two Things you should do without delay

Make a will and consult a competent lawyer in so doing.

Name the Eastern Trust Co. as your Executor. Our little pamphlet "Your Will" will prove very helpful.

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Fitz Building,
St. John's, Newfoundland
P. B. RENDELL,
Acting Manager.

CONFEDERATION LINE

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