

Y.W.C.A.

Opens its recreational centre in the old St. John's Church, King street east, on Monday, December 1, with splendid programme of gymnasium, handicraft and educational classes, social evenings and sports events.

Preliminary Schedule of Gymnasium and Folk Dancing Classes: —

- Monday, 4 p.m., 8 p.m.—School Girls, 12-15 years.
- Tuesday, 4 p.m., 8 p.m.—Older Girls.
- Wednesday, 4 p.m., C. G. I. T. Girls—7.30 p.m., Older Girls' Basketball.
- Thursday, 7.30 p.m.—C. G. I. T. Girls.
- Friday, 7.30 p.m.—Ladies' Class.
- Saturday, 10.45 a.m.—Children's Games Time.

Applications for admission to Gymnasium and Folk Dancing Classes must be made promptly to Miss K. McK. Matheson, Y. W. C. A., King street, to ensure enrollment.

Special rates for C. G. I. T. and Y. W. C. A. members, but every girl and woman is welcomed.

RATES FOR SEASON, AS FOLLOWS:

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| C. G. I. T. Girls—Afternoon, \$2.50; Evening..... | \$3.50 |
| Juniors under 17 years, Y. W. C. A. members..... | \$3.50 |
| Non-Members..... | \$4.00 |
| Seniors, members, \$4.50; Non-members..... | \$5.00 |

WHEN SEA SICKNESS WILL BE THING OF PAST

The Gyroscopic Ship is The Answer—Results Outlined by Marine Engineer

The day is coming when ships on the ocean, even the biggest liners, will cease their rolling, and the passengers be at rest. No more will a few railroad carloads of lemons be carried aboard to cure the mal de mer, and no more will

the busy steward ply his sick-room care. The gyroscopic ship is coming into its own as a stabilizer of ships, and the success of some experimental installations gives assurance that the modern passenger vessels will soon be equipped with this ingenious apparatus. Before the Society of Naval Architects and Marine Engineers in New York a few days ago, E. A. Sperry outlined the results of gyroscopic stabilization, and if his facts are correct, marine people will not be long in deriving the benefits he prophesies for it.

What the Principle Is. He declared that after fifteen years of experiment along this line plans are now being adopted for extensive utilization of gyroscopic control. The gyroscopic is an instrument that acts on the principle that a quickening revolving disc,

resting lightly on a central pivot, will maintain a steady axis with great stiffness. Mr. Sperry says that in all previous attempts to prevent rolling the equipment has operated passively, depending on a certain amount of roll for the stabilizing movements, and the amount by which the roll has been reduced has never been satisfactory, nor have the means themselves been practicable. The stabilizing effect did not begin to make itself felt until the roll was quite pronounced, and then it was too late. What is wanted is not reduction of roll, but prevention, and the active gyroscopic seems to have the goods. "For years engineers have observed the strange peregrinations of the gyroscopic, but have failed to perceive the dominant powers of this simple apparatus, only awaiting the application of artificial 'precession' to render it abundantly serviceable for stabilizing even the largest ship." The larger the ship the easier it is to stabilize her. The gyro out-classes all other mechanisms in that, while its weight and cost vary as the cube of its lineal dimensions, the stabilizing power varies no less than the fifth power.

Velocity Makes the Power. The Thomeycrofts invented a great pendulum, and others have bethought themselves of a tank for stabilizing purposes. But whereas in these cases a pound is only a pound in force applied, the gyroscopic has vast powers far beyond its weight. Every pound is multiplied by the velocity of the particle, so that a comparatively few pounds are capable of doing the work of tons. With the active gyro, this power is exerted independently, and can be applied to prevent rolling, instead of merely counteracting it. Some naval architects have feared that the forces and stresses involved by heavy washing of waves against an apparently unyielding vessel would do great damage to her. The nature and magnitude of the stresses are

said to be well known now, and have been under observation in actual installations. Knowledge of the subject being accurate, it can be said that the vessel which rides the waves on an even keel, masts vertical, is subjected to only a fifth or sixth of the strains caused by unrestricted rolling. The gyroscopic can be started or stopped, and the action of the vessel studied under the same set of conditions.

Reduces Strains and Stresses. In action, it reduces strains and stresses to almost nothing, even in storms of the greatest magnitude. With it operating, the creaks and groans that issue from the sides of a heavily rolling ship disappear, and the passengers have a new sense of security and freedom from terror of storms. A stabilized ship invariably rises with the sea, rising and falling gracefully. Some naval authorities expected the seas would pound the ship as they would a dock, but the reverse is true. There is no splashing and pounding.

Great Aid to Economy. Moreover, from the point of view of economy there is much to be said for the new device. It not only lengthens the lives of ships, but it saves power. In a heavy sea, a steamer yaws back and forth, the helm constantly in use to steady her, and there is a large loss of propulsive power because of the use of the helm. It is estimated that there is a saving of one-twelfth in actual power delivered at the propeller. A stabilized ship needs little steering, because it virtually stays in its dead track, and can almost be termed self-steering. A wallowing ship travels far off its course, whereas the stabilized ship saves feet and yards at almost every other bound of the sea, or a 15,000-ton vessel at eighteen knots, the loss from rolling might easily amount to 1,000 horse power, and when coal is so scarce and high, this is an item every shipowner has to scan carefully.

LEADER IN RUSSIA.



Admiral Kolchak, head of the "All-Russian" government who narrowly escaped assassination when bombs were hurled at him in Moscow. Six soldiers were killed by the bombs. Kolchak's government is partially recognized by the Allies.

GOOD-BYE

I'm Off to Investigate the Week-End Bargains at New York Shoe Store

Do You Know

This Firm Absolutely Back Up Their Advertisements as to Quality and Price, Guaranteeing Every Pair of Shoes They Sell

It's A Big Protection

WEEK-END SPECIALS

We are offering several very interesting specials this week for Friday and Saturday only. These are reasonable lines and, as we anticipate a big run, advise early shopping if possible.

Men's Tan Calf Boots, extra heavy sole, with waterproof lining, rubber heel. Most suitable for present wear. We have been selling this Boot at \$9.00.

For Friday and Saturday, Only \$6.85

Men's Working Boots—Black leather lined with viscolized soles. Regular \$6.00,

Week-End, Only \$4.85

Men's Tan Boots—Receding toe, leather or Ne lin soles. An excellent Boot for general use. Regular price, \$6.50 and \$7.00.

For Friday and Saturday, Only \$5.00

Ladies' Gun Metal Boots—High cut with Louis heel. Regular price, \$5.00,

Week-End Price, \$3.85

Ladies' Tan Calf Boots with grey buck top, military heel. Regular price, \$8.50,

Friday and Saturday, \$6.50

Ladies' Grey Kid Boots—A regular \$7.00 line.

Week-End, \$4.85

Ladies' Black Button Boots—Extra good value for

Week-End at \$1.98

Skating Boots For Boys and Girls up to size 1

Special Price, \$1.50

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Store Open
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