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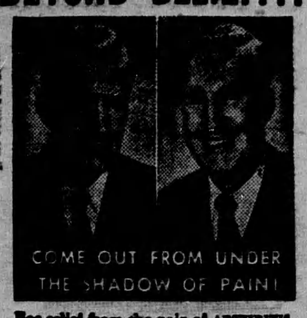

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Land Where Time Has Stood Still

Arnhen Land, Northern Australia, is a place where time has stood still for thousands of years, and the aborigine inhabitants have not changed a custom nor advanced their mode of life since the time Caesar invaded Britain. From this little known territory a party of explorers recently returned with twenty tons of specimens, which they will now settle down to study in an attempt to bridge the gulf of knowedge that exists between man today and his primitive ancestors.

Of the few world territories which still remain largely unexplored, Arnhem Land holds prior place because of its exciting scientific possibilities.

Entry Forbidden

Turned into a giant aboriginal reserve by the Australian Commonwealth many years ago, it was forbidden for any to enter this country except missionaries and a few officials. Thus, it has remained "unknown territory" except for some brief mapping flights by aircraft.

Many questions puzzed the scientists. Why, for instance, are the aborigines as primitive today as their ancestors of thousands of years ago? It has been scientifically accepted that the aborigines knew how to build only the most elementary kind of shelter as a home, so how can one explain the ruins of a city observed from the air in an arid part of Arnhem Land? And was it true that the story of a thousand years of aboriginal life was contained in countless fantastic patterns made of string?

One day the natural history experts of the party, keen to collect as many specimens as possible, hit upon the ingenious idea of forming a "cockroach committee" of aboriginal women and children. With the aid of their native helpers, the experts showed them what was expected of them. The following day they were confronted with the staggering spectacle of numerous aboriginals holding in their bare hands hundreds of live insects —ants, termites, beetles and the larvae of butterflies, moths, flies, wasps and native beetles!

Payment was made in sweets and tobacco, and these two inducements brought more handfuls of specimens each morning and afternoon. Among them was a spider known as the "St. Andrew's Cross," because it fashions its web in the shape of a cross. Snakes and lizards were also abundant. Some dangerous, but all handled with skill by the natives.

In mid-summer 1948 the expedition moved to its second base, at Kirrkaa, on the mainland of northern Australia, using aboriginal natives as porters for the and journey. Research work at this new base, which was situated close to a great swamp believed to be full of giant crocodiles, yielded numerous species of plants, fishes, and mammals, many of the mbelieved to be hitherto unknown. Dr. Robert Miller, one of the experts on fishes, collected 350 different species in a single day off Kirrkala Reef—a "fishy" tale which for once is unquestionably authentic!

"The men natives went turtle hunting on one occasion, but without success. However, turtle eggs were quite a common item in camp diet. These were eaten raw, boiled in water, or cooked in the hot sand. The women's catch varied. Often when the low tides occured early in the morning, they would go for shell-fish, stingrays, and oysters—these were eaten for breakfast." The women often walked six to eight mies a day in search of food. Near the camp were a few cycad palms, the nut of which is the main vegetable food in many parts of Arnhem Land during the latter part of the dry season. These nuts have to be soaked for three or more days in running water, and they are then cooked in paper-bark packages, or are ground to flour-like powder and cooked like damper (unleavened bread made of flour, water, and sometimes salt).

It was the Australian anthropologist Fred McCarthy who had the good fortune to come across some extraordinarily interesting "string-patterns". These can be compared with carved murals or bas relief drawings which—in the Mediterranean area as well as elsewhere —have revealed a great deal of the ancient history of different races.

Reef Petroleums Expands Interests

The manner in which United States capital is being poured into the Alberta oil fields is clearly shown in the case of Reef Petroleums, Limited, a Canadian company which has secured title to reservations and leases totalling 183,000 acres.

Standard Oil of Indiana is working on 28,040 acres of these holdings, paying Reef $28,000 cash and bearing the drilling expense, with Reef retaining a 25% interest. Rio Vista Oil Co. Ltd. another large U.S. company (subsidiary of Rio Bravo Oil Co.) is working on 60,000 Reef acres and will share well or wells on a 75%-25% basis, with Reef retaining 25%.

Amerada Petroleum Corporation, one of the largest of the American companies, is testing 58,828 Reef-controlled acres by seismic survey and may drill an exploratory well for three-quarter interest. This company has a similar agreement on a block of C.P.R. lands, reserved by Reef, totalling 8,979 acres.

In addition Reef Petroleums holds 2% interest—110,000 acres— in Bear Oil Limited, formed to explore 5,500,000 acres between the producing Redwater field and the tar sands of Fort McMurray, under direction of Dr. Theo. Link, with the following major U.S. and Canadian oil companies as partners: Pacific Petroleums Limited; Sunray Oil Company; Pacific Petroleums; Tower Petroleums. This is the most ambitious oil seeking project in Canada at this time.

Reef Petroleums has bought a large block of ground at Stettler, Alta. from Tower Petroleums and a well is now being drilled there. Reef has also taken an equity in the Dodds farmout of Imperial Oil, with a well going down, and in a third well on the Spedden farmout of Barnsdall Oil. Company policy is to participate in any good looking farmouts and acreage In the past two months $150,000 has been placed in Reef treasury.

The combination of substantial working capital, the financial and technical assistance of powerful American associates and an immense potential oil-bearing acreage places Reef Petroleums in an exceptionally good position.

Accused Of Starving Child— Mr. and Mrs. Guy Scielzo are booked in a New York police station, charged with homicide in the starvation death of their three-year-old son, Guy, Jr. The child died in a hospital soon after social workers found it starving. Another child, also suffering from malnutrition, is on the critical list. The $75-a-week salesman offered no explanation for the neglect.

Trains That Ride Just Like Velvet

Is there a halfway vehicle possible between airplane and train—a kind of winged centaur, as it were?

The French nationalized railroads think they have developed such a creature in their rubber-tired streamliners. Hard-pressed Canadian and American railroads facing airplane competition may be interested.

The French have attacked the problem in a very logical place, the wheels. This might seem a much too simple approach in an age when complicated technicalities hold the floor. But when you get right down to it, the body of a car and the body of an airplane being so much the same, about the only place for change rests on the supporting surfaces and the driving power.

In an airplane, some noise is caused by the rush of air past the wings, but its often excessive noise and its vibrations come from the pane engines. Soundproof cabins with which many airlines equip their planes have helped some, but not too much, though the newest British-built jet planes are said to travel at high speed with no engine drone and virtually no vibration.

In a train being hauled by a locomotive, there is no driving noise or vibration to transmit itself into the body of the carriage. The only sound and vibration come from the support element, from the wheels running on the tracks. Ergo, said the French, let's attack the problem there.

This they did by using pneumatic rubber-tired wheels, running directly on the rails, with a metal flange to keep them on the track.

An ordinary railroad car would be too heavy to put on rubber tires, so the French designed a lightweight modern type of streamline train, with carriages weighing 14 tons instead of the usual 40 tons. Even this weight caused for wide distribution in using pneumatic tires, so there are 20 wheels to take it. These are divided into two trucks, fore and aft, of 10 wheels each, 5 on a side.

A gauge indicates the pressure of each, and a failure of any one would not prevent the train from continuing to the next station, where the wheels are always checked.

To see one of these trains pull out of a station is an uncanny experience. A great silver rod suddenly slides past without the slightest sound. The only thing you can liken it to is being in a motion-picture theatre where suddenly the sound track goes dead.

Inside the train, the experience is the same. You are moving before you know it and you glance quickly to be sure that it is your train that is starting, and not the train next to you pulling out in the opposite direction. The take-off is handled smoothly by the engineer and you find yourself slipping through the rail yards and across switch joints without sound or vibration.

Naturally, the level for conversation is just like in your own home. It makes airplane and ordinary rail efforts to deaden sound seem feeble by comparison. So you slide along in something that is as smooth as an airplane in perfect weather but much more silent and minus vibration.

On bad stretches of track, because France has not yet restored all its main lines to good condition, you get bumps which rubber tires cannot eliminate. Otherwise, the trip exceeds in silent comfort both ordinary air and rail travel. The work the flanges have to do to keep the car on the rails is apparently very slight, because you cannot trace any sound or feeling to that source.

Naturally, this easy running is translated into economy, and the cost of hauling this train is much cheaper than with the ordinary steel-treaded-wheel cars.

As for speed, the Paris-Strasbourg trip is 316½ miles and, including two stops, it has been done for months now on a regular schedule of five hours. Here again the airplane gets competition because no time is lost in getting to and from airports. Considering the small time difference plus even smoother and more silent travel, there is less reason now for taking to the air.

The rubber-wheeled train itself is completely modern, with beautiful fluorescent lighting and all other appointments giving maximum comfort.

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"'Fifty Face" . . . From Frankenstein?—The "1950 Face," as just ordained by fashion experts, is mocked by actress Patricia Neal, left above, after a facial going-over by Hollywood makeup expert Perc Westmore. Says Westmore, "It's the same monstrous concoction I put on Frankenstein 20 years ago." At right above, Patricia wears her "natural look"—the one Westmore thinks she should have. As for New York's "1950 Face," Westmore continues: "It's so awful it's funny. They didn't release that mannequin face. It escaped."

TABLE TALKS
Jane Andrews.

Some folks eat liver for reasons of health. Others, just because they love it. I happen to be in the second category, personally, and am always on the lookout for new and interesting ways of cooking and serving it.

* * *

Up to a few weeks ago I had never heard of this method — and perhaps it will be a novelty to some of you as well. It's called

FRENCH FRIED LIVER

Clean liver and cut it in strips (as you would potatoes for french frying). Dip the liver strips in a beaten egg and then roll in a mixture of ½ flour and ½ cornmeal until well coated. Fry in deep fat. (The fat should be hot enough to brown a stale bread cube in 60 seconds.) Fry until golden brown—this does not take long. Remove from the deep fat and drain on paper toweling. Season with salt and pepper and serve with spicy tomato sauce. Dip liver into the sauce and eat with fingers.

* * *

More and more women are buying pressure sauce pans, and most of them agree that they're a wonderful help, and a real time saver. Still, a recent survey shows that there are many who use theirs only occasionally, and who are not getting their money's worth out of them.

* * *

Take meat, for example. A common objection heard during the course of the survey was that meat cooked in a pressure pan tends to use its flavour. But there are things you can do to retain both flavor and texture.

* * *

First, sear the meat to a good brown on all sides, Mrs. Roy Potter suggested.

"If you don't sear it all around," she said, "you lose the juice, and then it's more like a boiling piece." She uses an iron skillet for this, altho you can do it in the pressure pan before putting on the lid.

* * *

Then be sure to hold the pressure constant while cooking. Variations in pressure tend to cause juices to escape. The pressure used makes a difference, too. Some books advise 10 pounds for meat—others 15 pounds. Probably texture is better when cooked at 10 pounds.

* * *

Ever try rabbit in the pressure pan? Mrs. Harold Whitley did, and liked it fine. She browned it well before pressuring it.

In winter, Mrs. Whitley used a coal range to heat the kitchen, so fuel saving isn't an item then. It's in summer that her pressure pan gets a work-out, on the hot plate.

* * *

In another part of the same county, Mrs. Carl Lueder likes the pressure pan for cooking pork. Pork chops, when done, are put in the oven for a few minutes. This dry heat seems to harden the fat. If you have a broiler, that will give the same result.

* * *

Mrs. Potter and her neighbor, Mrs. Leroy Henniges, had given pressure pan demonstrations for their neighborhood. Meat loaf was one of the foods they prepared. Here's the way they did it. Take:

1½ pounds ground beef
½ pound ground pork
2 teaspoons salt
Pepper
2 eggs, slightly beaten
1 medium-sized onion, minced
1 stalk celery, minced
1 medium-sized carrot, grated
½ cup bran flakes
2 tablepsoons barbecue sauce
1 tablespoon lard
1 tablespoon water
4 large potatoes

Combine the beef and pork; season with salt and pepper. Add eggs, onion, carrots, celery, bran flakes and sauce. Stir well, and form into two small loaves. Wrap in waxed paper and chill at least one hour in the refrigerator or other cool place. (This prevents loaf from breaking apart while cooking, and helps seasonings penetrate the meat.)

Heat potatoes and add fat. Brown each loaf well all over. Place potatoes around loaves and add water. Place cover on cooker and allow steam to flow from vent. Cook 15 minutes at 15 pounds.

* * *

Swiss steak cooks nicely in a pressure pan, says Mrs. Ralph Olsen, of Hamilton. She also recommends this recipe for other sorts meat balls:

1½ pounds ground beef
½ cup rice
1 teaspoon salt
½ teaspoon pepper
1 tablespoon onion, minced
1 small can tomato soup
½ cup water

Combine meat, rice, salt, pepper and onion. Shape into small balls. Heat soup and water in cooker; drop meat balls into soup mixture; place cover on; cook 10 minutes at 15 pounds. Let stand until pressure goes down.

* * *

Green beans, carrots, Irish potatoes—these cook wonderfully well in the pressure pan. "And baked beans," said Mrs. Potter; "are really out of this world. The pressure pan leaves them nice and soft and moist."

* * *

Steamed puddings and breads are ideal for pressure pan cooking. According to directions, you start by leaving the vent open. That gives the effect of a steamer. You need plenty of water in the pan, because evaporation is rapid.

The bread is set on the "trivet," or rack. Final cooking is done under pressure. Boston brown bread is one of Mrs. Potter's favorite recipes.

* * *

She recommends the pan for dumplings, too. "They come out so fluffy and nice," she said. "Use it just as a steamer for that—don't put the weight on."

* * *

Be careful in cooking foods that tend to foam, like apple sauce and cereals. The vent-hole can become plugged by food particles. Then, after a high pressure is built up, it will spurt out with considerable force. One woman ended up with apple sauce all over the kitchen ceiling.

* * *

If you are inclined to be timid, it will be best to follow the advice of one manufacturer, and not use the pressure pan for cereals.

Used wisely, you needn't be afraid of your pressure pan. And it will certainly save you a lot of time and fuel.

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JITTER — By Arthur Pointer