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Father: "History repeats itself."  
Son: "My teacher would rather hear me do it."

The pendulum has swung with a vengeance, and now we seem to be in for a hat that is so full that the under-brim rests on the wearer's shoulders. One wonders what the fashionable hat will do next.—Fashion Paraphrase. Perhaps if it gets too full it will brim over.—Liverpool Post.

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ENAMELED WARE

**Tragedy of Marble Island Disclosed**

Half a Century Passed Before Full Details Were Disclosed

News from the Far North during the past six months has recounted many daring adventures, entailing great peril and hardship, and many truly heroic performances by brave and resourceful Canadians, drawn in the first place from the ordinary, peaceful pursuits of civil life.

In all these thrilling tales the aeroplane enters as the dominating material element, but not the wholly dominating one. That was the character of the men beside the engine and behind the wheel.

All of these tales of adventure from the Far North are tributes to the young manhood of Canada; all are inspiring and most of them are bright. Here and there, however, is one on which the curtain falls on darkness, another tragedy is added to the long list that throws its shadow across the history of the Great Lone Land.

Without the aeroplanes, the most modern and the swiftest of all means of locomotion, many probably most of these adventures, would have ended in disaster like that, for instance, which occurred a little more than two hundred years ago on an island off the northwestern shore of Hudson Bay.

Aeroplane would have saved the two ships, crews marooned there, all of whom perished of hardship, exposure and starvation. Such is a line in the story of the Tragedy of Marble Island.

On the northwestern shore of Hudson Bay an arm extends a considerable distance inland, known as Chesterfield Inlet, near the mouth of the inlet is an island of moderate size called Marble Island because of the kind of rock found here.

During the last quarter of the eighteenth century the Hudson Bay Company carried on a black whale fishery in the Bay and Marble Island was the rendezvous of the whalers, but at the time of the tragedy, whaling operations had not reached these waters and very seldom did white men set foot on Marble Island.

Always seeking to increase their knowledge of the vast region committed to their control in order that they might be promoted and safe, the governors of the Hudson Bay Company, in the year 1779, sent from London two vessels for the purpose of exploring the western coast of the Bay from what is now Churchill, the northern terminus of the Hudson Bay Railway, to the mouth of Chesterfield Inlet.

One vessel was the frigate "Albany," commanded by Captain Barlow; the other the sloop "Discovery," under Captain Vaughan, the whole expedition in the charge of Captain James Knight.

These two small vessels, stout and most sea-worthy, and well fitted out in every respect, sailed from Gravesend, London, early in June, 1779. After they had passed out of the Thames and turning westward, left the shores of England behind by white men, again seen about by white men.

No messengers was felt when the ships did not return to England at the end of the year, because they were well supplied with provisions and outfit for wintering in the Far North, but when the end of the year 1781 arrived and neither frigate nor sloop had been heard from, the Company became alarmed.

In the following June the Governors of the Company in London sent orders to their officers on Hudson Bay that the sloop "Whalebone," then in those waters, should make search for the missing explorers. Unfortunately the sloop was cruising in the northern waters, and did not receive the orders in time to carry them out that season.

And here one instinctively turns to a comparison of the means available two hundred years ago for meeting such a pressing emergency and those available today. Today wireless telegraphy would in a few minutes convey the orders to the "Whalebone," while at the same time aeroplanes would be scouting every coast.

Marble Island would have been visited and its secret revealed. In fact, there would have been action two years earlier, before Marble Island had a tragedy to relate.

After receiving the orders sent out by sailing ship, of course, the "Whalebone" had to go into winter quarters, for the end of the open season was at hand.

It was not until the following summer, 1782, three years after the expedition had sailed from London, that search was made for the missing vessels, the "Albany" and the "Discovery."

After coasting a considerable distance northward along the western shore of the Bay, the "Whalebone" came upon Eskimos wearing white man's clothing, but it was possible that the Eskimos might have come by these garments in trading with whites.

No information was obtained respecting the fate of Captain Knight and the men who had sailed with him on the "Albany" and the "Discovery."

One conjecture was that Captain Knight had discovered the long dreamed-of North-West Passage through the Arctic, that he had entered the Pacific by way of Behring Strait, and would in due time be heard from. These conjectures were false.

The explorers had left their bones in the Far North, but it was not until forty-eight years later that the nature of their fate was learned. It was the black whale fishermen who discovered the dark secret of Marble Island.

When the "Albany" and the "Discovery" entered Hudson Bay in the summer of 1718 there was no whaling in waters adjacent to Marble Island, but by the year 1767 such fishery was carried on all along the western coast.

On a summer day of that year a boat-crowl died on the most easterly portion of Marble Island, and there they made a startling and significant discovery. There, among the stones and gravel, the fishermen found guns, anchors, cables, a blacksmith's anvil and many other articles, all of English make, and all defaced by weather and time.

Apparently the Eskimos had no use for them or had found them too heavy to remove. Near stood the remains of a frame building, to a large extent demolished by Eskimos, seeking wood and nails.

When the tide was out there became visible the hulls of two vessels, lying about thirty feet of water. The figure-head of the vessel and its guns were raised shortly afterwards, and sent to England.

On this inhospitable island, nearly half a century before had perished Knight and Barlow and Vaughan and all the other members of the exploring expedition and that the survivors were.

Two years after this discovery, another whaling party landed on Marble Island, and one of the party, coming upon an aged Eskimo, questioned him and obtained further information respecting the fate of the crews of the "Albany" and the "Discovery." The account received by the whalers from the Eskimos was to this effect:

When the doomed vessels arrived at Marble Island, it was late in the autumn of 1719, and in making the harbor through the ice the vessels were greatly damaged and both went down within the harbor. The crew, however, landed in safety, and at once set about building a house. As soon as the ice permitted in the following summer, the Eskimos paid them a further visit and observed that the white strangers were largely reduced in number, and that the survivors were very unhealthily in appearance. According to the account given by these Eskimos, these survivors were very busily employed, but the nature of the employment they could not easily describe. It is probable that they were lengthening the longest, or repairing the ship, and to support this conjecture, forty-eight years later there lay, at a little distance from the house, a quantity of oak chips, "most assuredly made by carpenters."

By the second winter only twenty were alive out of the fifty of the crews of the two vessels. The Eskimo who had taken up their temporary abode on the spot by the side of the house, supplied the Eskimo explorers with such coarse food as the Eskimos could procure, and train oil.

When spring came these Eskimos crossed to the mainland, but in the summer of 1721 they again visited Marble Island, where they found only five white men alive. Such was the hunger and distress that they instantly seized upon the seal-flesh and white blubber given them by the Eskimos in exchange for certain articles of iron.

The excess to which the whites ate the strong, coarse food brought on severe illness of which three of the five died within a few days.

Although very weak, the two survivors managed to dig a large grave, and in it bury their dead companions.

During several weeks longer the two survivors dragged out a wretched existence. Whenever their ebbing strength permitted, they crawled during the day to the summit of a rock near their camp, in the hope of being seen by some rescue party.

Finally the last spark of hope flickered and went out in the darkness of despair. The Eskimo related that the two men were seen to crouch down close together and cry aloud like children, the tears rolling down their cheeks. The end now was close at hand, and death must have come as a relief to the last two survivors. One of them saw one of the white men stretched out on the gravel, sleeping peacefully, the other knew no waking.

Near by was the sole survivor, weak, sick, and emaciated. In his trembling, withered hands he was trying to dig a grave for the dead man beside him. With the poor, loyal creature labored at his task he fell dead into the little hole he had scooped out of the hard earth. The crews of the "Albany" and "Discovery" had reached port at last.

The Eskimos did not attempt to complete the burial, for the old man who gave this account of the fate of the explorers, took the fishermen to the spot where the two men had died, and there, lying above ground were found their skulls and the large bones of their skeletons.

After a silence of almost half a century, Marble Island had given up its secret.

**The Best Place**

There is no place so good as the place we are in.

Right here is the point to start in to win.

Love, peace and contentment are all ways to stars.

And however much comes, there is always much more.

Emily Patterson Spear.

**ADAMSON'S ADVENTURES—By O. Jacobsson**

**A Well Trained Umbrella Hound.**

When visiting a friend one day I happened to pick up a book entitled "Watch Your Weight." It proved wonderfully helpful and a real eye-opener. From then on I delved into doctor's and dietitians' books until I learned what caused my abnormal weight. I found, too, I must reduce slowly so as not to harm what health I had, and after carefully working out a system of eating which will be set forth in succeeding articles, discovered to my delight and improved when I gradually threw overboard the excess baggage I had been carrying in the form of superfluous weight.

But you must not be like the pupil who expected her music teacher to teach and also do the work of practice and study, and then expect some miraculous way to become an accomplished musician. Things do not work out that way. Do not think you are going to grow-normal unless you are serious about it. Think over it and plan for it, for if you follow closely the advice and knowledge I give you, you will reduce around two pounds each week while using the ordinary daily menus. "All foods can be eaten and if you follow the instructions here outlined you will emerge feeling fine and become slender in three or four months time depending on the number of pounds you wish to take off.

What I learned I joyfully give to my overweight sisters for I have found it largely a matter of diet. It does not mean, however, doing without a fleshy person's favorite foods altogether. I found I could enjoy all foods. I didn't need to avoid them.

It is mostly a matter of cutting down on the quantity of certain kinds of foods. You can see the value of foods that will enable you to reduce you will find that best to eat more of them and cut down on some of the foods which are your favorites but which it takes in too large quantities to add to your weight.

Remember, reducing is a slow process because if done too quickly health is impaired.

Beauty only comes with health and too strenuous reducing methods lower the vitality. But if superfluous fat is gradually dispensed with, in its place will come health, comfort, ease of motion, not to mention improved good looks.

Have a note book and a pad of blank paper ready next week, and keep these articles for reference as they appear each week in your home paper.

Next week—"Why Should I Reduce?"

—

**LOVE**

O there is nothing holier in this life of ours, than the first consciousness of love—the first flutterings of its silken wings—the first ringing shout and breath of that wind which is no soon to sweep through the soul, to purify or to destroy.

We speak the most involved language the world has ever known. It is drawn from thirty-five or more other languages and we misspell for the simple reason that twenty-two of the twenty-six letters are silent in certain combinations of words.—Frank H. Vizetelly.

**Eat and Grow Thin Is Woman's New Cry**

By MARIE ANN BEST  
Introduction

"If I knew how," is the cry of a vast majority of a certain type of people. We fleshy people often look with dubious eyes at our figures and wish we could accomplish our object, we would long ago have gotten rid of those extra pounds.

Frequently we pick up the papers and in the doctor's column of questions and answers, we see the oft-repeated pathetic call from our fleshy sisters, "Doctor, how can I reduce?" These are but a few words but we know they mean a great deal. The reply is generally this, "Reducing is just a matter of self-control," which leaves a sort of feeling of being suspended in the air, for still the "how" is not given. "Someone whispers, "Alto," but that very word nearly always makes the overweight person balky right at the start, for she sees visions of good things she likes, placed tantalizingly before her with big, glistening, moist, and tempting signs. Of course, no one likes to be fat but the question is how to get it off.

I was enough overweight to make me view with consternation every added pound. I didn't think I overate, but it is true often I would eat home, after having eaten sandwiches, cake, and perhaps ice cream, and then eat some supper just to be sociable; while cooking I liked to see if things tasted right and often thought I would eat a piece of cake, or a cookie, between meals. I felt virtuous because I put a ban on taking second helpings, for I knew they were the cause of more added avoidpounds than anything else. I ate quantities of raw fruit between after a fat meal and thought they only consisted of water and vitamins.

But I know better now, and nothing could induce me to return to the old way of eating.

Nothing worth while can be won in a day and to conquer obesity takes time.

But it can be done, and oh joy, it can be done without suffering hunger pangs and without your having to give up all social functions where tempting viands appear to tempt one's appetite. It is going to be done simply by learning food values in calories so you will know what you are eating and why you are doing it. You will attain a slow, sure knowledge that will keep you normal after you get there, and the scale instead of being the ogre it now is, will register so nicely the pound or so gained during the festive season that it becomes but a gentle indicator of the increased pound and your weight can easily be adjusted to normal by the following week because you know how.

**What New York Is Wearing**

By ANNABELLE WORTHINGTON  
Illustrated Dressmaking Lesson Finished With Every Pattern.

The sleeveless capelet frock of printed silk crepe is probably one of the most wearable types of the season. The soft caprice in this chic model falls in soft ripples over the arms, giving the effect of short sleeves.

The fitted halter blouse with button trim and snug fit through the hips of the circular flaring skirt is impressive of Princess silhouette.

Style No. 2507 can be had in sizes 14, 16, 18 years, 36, 38 and 40 inches bust.

Plain crepe silk in lobster-red or Iris-blue is youthful choice. Printed dainty, printed voile, chiffon, printed batiste and linen are dainty suggestions.

**HOW TO ORDER PATTERNS.**

Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred); wrap it carefully for each number, and address your order to Wilson Pattern Service, 73 West Adelaide St., Toronto.

Pure of His Ground.

Straw Hat—"You'll never be as popular as I am, you're big stiff!"

Derby—"Possibly not, yet my superiority is felt."

**MUTT AND JEFF—By BUD FISHER**

AT LAST I'VE FIGURED OUT A WAY THAT MUTT AND JEFF CAN MOVE OUR BAGGAGE HELD!

MUTT, WE'VE WORRIED LIKE TWO FOOLS BECAUSE THE LANDLORD HAS GIVEN US A NOTE TO MOVE! AIN'T I RIGHT?

RIGHT! IT'S EASY TO GET OUT BUT HELD! KEEP OUR BAGGAGE FOR BACK REAT!

WELL, I'VE DOPED OUT A WAY THAT WE CAN LEAVE ON GOOD TERMS WITH HIM!

AND TAKE OUR BAGGAGE WITH US?

RIGHT!

INTERESTING IF TRUE! HOW CAN WE DO IT?

BY PAYING OUR BACK RENT!

**No other Orange Pekoe can equal this in flavour**

**"SARADA" TEA**

'Fresh from the gardens'

**England's Rural Women Study Needs**

Specially Trained Teachers Called for—Convenient Water Supply Urged

Blackpool, Eng.—The rural women of England and Wales are unanimous in their desire for education—education, that is, on lines adapted to their special needs.

At the annual general meeting of the National Federation of Women's Institutes held recently here there was little doubt that the main line of interest lay in the desire for the establishment of facilities which would carry into the rural districts better understanding of the methods of agricultural work and better knowledge of those domestic subjects with which more than any other thing the country woman spends her days.

One-fifth of the workers in agriculture and horticulture are women, but the plea of the country woman is not for these workers alone, but for all the other workers who, in small villages and lonely farmsteads scattered all over the land, are engaged in the making of homes and in the rearing and, in large measure, the training of their children.

The Women's Rural Institutes movement is rapidly becoming one of the most powerful of national bodies, which has grown from small beginnings in 1915, to an organization which now has 4,500 institutes—a total larger than that of a year ago—an membership of some 270,000.

Practical Education Stressed

Throughout the last year, and during the most successful of the institutes, which has grown from small beginnings in 1915, to an organization which now has 4,500 institutes—a total larger than that of a year ago—an membership of some 270,000.

The institutes have been successful in their efforts to bring to the notice of the Minister of Agriculture the necessity of special training of teachers in rural household management, and for the appointment of more women inspectors to help and advise the county authorities on the education of women in agricultural subjects.

The work of the one woman at present employed by the Ministry for this purpose having proved of such value, efforts, too, have been made to obtain for certain teachers specialized training for the instruction of rural children; and very definite efforts are leading in the direction of making a special provision for the raising of the school-leaving age for the teaching of domestic economy to adults as well as to the girls.

Board's Support Offered

The proposals made by Lady Benham were answered by the Chief of Education, who was the guest of the conference, and answered in a way which gave hope that similar proposals of the rural women's desire would be granted.

Difficulty of circumstances, and the extreme caution and tardiness of officials, Mr. Richards said, accounted for the slow progress made, although the Board of Education did intend to give all the help possible.

**The Cruisabouts Are Unequaled Boat**

LAST IMAGINE—a floating summer home 22' long, 12' wide and 2' draft fully equipped with berth for five and deck space for more than twice as many. A really low priced at \$25 at the factory.

Because of standardization Richardson Cruisabouts are low in price. Built of Clear Cedar for that and Malayan beautifully finished. Cyclinder 60 H.P. Gray Marine Motor gives a speed of 13 miles per hour.

Write for booklet telling all the facts on the three models on 22' Cruisabouts.

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