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A Diplomatic Triumph

Jan McLaren, in "Days of Auld Lang Syne," gives us an amusing account of an old Scotsman's diplomacy. We read:
Farms were held on lease in Drum-tachy, and according to a good old custom, descended from father to son; so that some of the father's forbears had been tenants as long as Lord Kilspindie's ancestors had been owners. It happened also in our time that Gormack, having quarrelled with the Factor about a feeding-byre he wanted built, flung up his lease in a huff; and it was taken at an enormous increase by a guileless tradesman from Muir-town, who had made his money by selling "pies" (crockery ware), and believed that agriculture came by inspiration. Optimists expected that this cash might last for two years, but pessimists declared their belief that a year would see the end of the "merchant's" experiment; and Gormack watched the course of events from a rented house at Kildrummie.



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"Orienta," supreme triumph of the pageant masters' art will depict mystic charm of the East nightly before the grandstand—St. Hilda's Band (England) five times world champions; Cavallo's and thirty other bands... Exhibition 2,000-Voice Chorus most famous of all choral organizations in four concerts Sat., Aug. 29, Thurs., Sept. 3, Tues., Sept. 8, Sat., Sept. 12. Sixth World Championship Marathon Swim, sport spectacle of international renown... Admiral of the Fleet Earl Jellicoe to officiate at Impressive Opening Day ceremonies... another million-dollar permanent building this year, the Horse Palace... etc., etc.

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SAM HARRIS President
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New British Giant Plane To Have Atlantic Test in '32

London.—A British leviathan of the air, the largest ever built in this country, rivaling the German Dornier DO-X, is nearing completion at the Vickers Supermarine Works at Southampton and is expected to be launched early next year.
Fitted with six 500 horse power Rolls-Royce engines designed to produce a speed of 145 miles an hour, and stated to have a greater lifting capacity than the German ship, the machine when tested will carry out experimental trans-Atlantic flights and may eventually be used for a southern Atlantic mail service.
Built as an experiment to the order of the British Air Ministry, the machine will measure from wing tip to wing tip 274 feet, the hull from nose to tail being 207 feet. Some indication of its size can be gauged from the fact that, with a full complement of passengers and crew, and fuel, it will weigh nearly thirty-five tons.
After circling San Francisco Bay the airship continued to Los Angeles, completing this 5,500-mile leg in 78 hours 59 minutes. Here several members of the crew left the airship to lighten the load across the high plateau region of the Southern United States. Coming by way of Texas, she visited El Paso, then swung north over Chicago, Detroit, Cleveland and Akron, arriving at Lakehurst the morning of Aug. 29, twenty-one days and a few hours after the start.
It was a great achievement, and the record stood until this summer, when Post and Gatty made the trip in a little more than eight and a half days in an airplane. The return flight to Friedrichshafen was uneventful, the Graf completing it in 67 hours 9 minutes.
Last year the dirigible made perhaps its most significant voyage when it flew with mail, goods and passengers from Friedrichshafen to Pernambuco, Brazil, in four days. It continued to Rio de Janeiro and then turned round to Lakehurst, where the navy charged at the rate of \$2,000 a day, the wanderer again sailed for home. The round trip was made in nineteen days. In that trip, which covered close to 16,000 miles, the airship stopped at ports in four countries, and Dr. Eckener announced that an airship service connecting Europe with the South American markets on a three-day schedule was feasible.
This scheme is to be tried with three trials this year, according to Lufthansa plans, in which planes and airships will combine to speed the travelers and the air freight.

Graf Zeppelin Adds to Long Log

Big German Dirigible's Trip to Arctic Caps Remarkable Record of World Voyages

By Lauren D. Lyman, in the N. Y. Times.
The Graf Zeppelin, which recently has been making a record in the North Polar regions, although no longer a novelty, is still one of the marvels of this aeronautical age.
Finished in September, 1928, the Graf started on her career as a world rover the following month and since then has flown close to 125,000 miles, has carried about 2,000 passengers and has returned many thousands of dollars in mail, freight and passenger fares to her owners. She cost about \$800,000 and, although during her eventful career she has triumphantly vindicated Dr. Eckener's confidence in lighter-than-air craft, she has been close to disaster on two occasions.
Once, members of her own crew saved her and another time a detachment of French soldiers, hastily mustered as a ground crew, went to her rescue in Southern France when profligate shafts on several motors cracked at the start of one of her six transatlantic voyages.
Off to a Good Start
The first voyage of the Graf Zeppelin started auspiciously enough. With sixty-one persons aboard, including the eighteen passengers, and nearly a ton of pay load in the form of mail and goods, the Graf left Friedrichshafen on Oct. 11, 1928. She cruised slowly across Europe over France to the Mediterranean during the day and then hugged the coast line, crossing near Gibraltar to the African coast and then went out to sea. Weather to the north was not the best and Dr. Eckener guided the big dirigible on a southerly route for the first 1,000 miles of the ocean crossing.
Everything went well until the Graf reached the vicinity of Bermuda and started north toward Lakehurst. Then, caught in the grip of vertical air currents, the Graf swung out of its parallel plane almost to the perpendicular. Young Knut Eckener, son of the commander, was at the helm. In the cabins, passengers were tossed about as they never had been on a liner. Slowly the big ship responded, but the strain on the tail surfaces was too great. The fabric on the lower side of the port fin ripped and the wind, getting inside, whipped up a small hurricane and tore its way through the upper side of the fin, rending scores of square yards of the heavy cotton cloth.
In two hours, however, the agile sailors had cut away shreds from the fin and had bound the edges to the duralumin frame. They were swinging around up there over the water in violent wind and rain with every chance of falling and no chance of rescue if they had fallen.
The airship reached land over the Virginia coast and came north to dock at Lakehurst 111 hours and 33 minutes after leaving Friedrichshafen. On the way back Dr. Eckener elected a northern route and followed the Great Circle. The return trip was made in 68 hours and 46 minutes.
The next voyage of importance came in March, 1929, when the Graf Zeppelin, with a passenger list of 20, visited Palestine, flying down across Eastern Europe and Turkey to Asia Minor and return, a distance of 4,983 miles, with everything working smoothly. Two months later came the second start for the United States as a preliminary to a world voyage.
The start of the delayed voyage came on Aug. 8, and she made the westward passage to Lakehurst by the southern route in 93 hours, flying 5,185 miles. Three days were spent in final preparations, and then the Graf Zeppelin started on her record-breaking trip around the world. That fourth Atlantic crossing was a record for airship travel that still stands—55 hours 30 minutes to Friedrichshafen at an average speed of close to 100 miles an hour. It was a great start for the world cruise, and refueling and gassing were hastened at the home port.
Aug. 14 she started for Tokyo, the longest leg of the world journey. The course lay north of Moscow, and to Vlatka the airship followed the 60th parallel. Then, entering Siberia, Eckener elected a Great Circle course, cutting up as far as Lat. 63 and then down again over Japan and Nikolai-vsk and across to Tokyo. The distance was 6,880 miles, and the airship made it in 101 hours 50 minutes, arriving Aug. 19.
Four days later the airship started for the United States. Following generally the Great Circle course between the 40th and 50th parallels, she made the Pacific crossing in 66 hours 12 minutes between Tokyo and San Francisco.

discussing the machine recently said the metal which is being chiefly used for the flying boat is duralumin, which, while being as light as aluminum, is much stronger. It is heated by a process which makes it immune to attack by salt air and sea water.
Every part of the machine likely to be subjected to severe stress and strain will be put through tests on a machine constructed for the purpose, and when launched will take the water in precisely the same way as a liner.
The wing is constructed in metal except for the covering of the trailing portion, which is of fabric. The main spar structure is of stainless steel, including the nose covering, which provides the torsional rigidity essential to a monoplane wing.
Wind tunnel experiments made with a scale model indicate that the new machine will have a landing speed of 75 1/2 miles an hour, a rate of climb of 750 feet a minute, a normal range of 750 feet a minute, a normal range of 1,200 miles.

Rustproof Vessels Forecast For 2031

London.—What will ships be like 100 years hence?
This question, interesting in view of the new Cunarder, the world's largest vessel, now under construction at Glasgow, is answered by a writer in The Journal of Commerce. He says the size of ships will be limited to 1,000 feet but that if vessels 2,000 feet long were economically and scientifically desirable shipbuilders would not hesitate to construct them.
He also considers the question of materials for future ships, suggesting that rustproof steel practical technically but the present price is prohibitive. He says it may be put on the market by the year 2031 at a price making it essential for the shipowner to insist on its use.
"It would render protective compositions unnecessary," the writer says, "and if its development should also include anti-fouling properties our manufacturers of bottom compositions for ships will have to look to another source for their revenue."
Advances of science, with the development of wireless and television, may make it unnecessary to have any human agency aboard fighting ships in the future, he predicts.

Swiss Fur Farms Thrive

Since the first fur farm was started in Switzerland in 1923 that industry has thrived so that at present there are more than fifty such farms and the number of fur animal raisers has risen to about 3,500, reports the Berner Tagwacht of June 17. The farmers are united in a nation-wide organization and attach special importance to the production of high-class furs.

A Woman's Advice

Though there is but little in woman's advice, yet he that won't take it is not overwise.—Cervantes.

Owl Laffs

- Man's Ambition
At 4—To wear pants.
At 5—To miss Sunday School.
At 12—To be President.
At 14—To wear long pants.
At 18—To have monocrammed cigarettes.
At 20—To take a show girl out to dinner.
At 25—To have the price of a dinner.
At 35—To eat dinner.
At 55—To digest dinner.

We have it on good authority that if you begin saving right away you may be able to buy the third and smallest toe of the left hind foot of a turkey for Thanksgiving. Gabby Gertrude says she has used a lot of make-up in her time, but never for her mind. "Haggle With Care" has the same meaning to the railroad man that "No Admittance" has to the book agent. A farm paper says that cows that are milked heavily may drink 300 pounds of water a day. In the old days when we had to pump water for 'em we had the idea that the average girl's idea of a husband is a combination of Buddy Rogers, Rudy Vallee, John D. Rockefeller and Job. But you ought to see the one she eventually marries! Have you heard of the Scotchman who took his own tablecloth to a night club to avoid the cover charge? A street corner grouch was shocked yesterday when he saw a girl with two holes in one stocking, but sporting a brand new permanent wave, and what do you think of that? "What do we think is how the world did he happen to notice the permanent wave?"

Hays—"How come you always smoke quarter cigars?"
Mays—"Somebody always smokes the other three-quarters."
Caller (to doctor, who has already been awakened three times)—"Hi, Doctor, Mrs. Jennings' little boy has swallowed a mouse!"
Doctor—"Tell him to swallow the cat, then."
Myself
A little bit grayer,
A little bit slower,
A little bit older,
But still a good gear.
A little bit wiser,
A little bit kinder,
To everyone's failings
A little bit blinder.

Cunningham (in restaurant)—"Perkins, how can you eat with a knife?"
Perkins—"It is not so easy as it looks. Look around at the other diners; not one of them can do it!"
Harris (to fiancee)—"I haven't the courage to tell your father of my debts."
Fiancee—"What cowards you men are! Father hasn't the courage to tell you of his debts."
Ether—"I'm not on speaking terms with Jimmie. The mean thing would not give me his seat at the barber's this morning."

Old men who work are usually happier than those who loaf. An old man hasn't such pleasant things to sit down and think about, that he can have very much fun loafing. Some men are chronic failures because they are eternally trying to do something they can't do. But more of them get no where because instead of trying to do something, they persist chiefly in doing nothing.
Jimmie—"Did Moses have dyspepsia like what we've got?"
Daddy—"How on earth do I know? Why do you ask such a question?"
Jimmie—"Our Sunday School teacher says the Lord gave Moses two tablets."
A minister recently married a young couple.
The Groom—"How much?"
The Minister—"Whatever you think it's worth."
The young man hesitated, fumbled, then handed him 50 cents. The minister was a good sport. He fumbled, hesitated, then counted out 20 cents change and handed the groom.

Horse is Swapped For Bottle of Ale

John Richards of Nottingham, England, swapped his horse for a bottle of ale. Then he borrowed the horse and refused to return it. Joseph Dean, who gave the bottle of ale to Richards, sued for the horse and got it.

Oxford Men to Study Isle

London.—The expedition of the Oxford University Exploration Club which sailed from Liverpool recently for St. John's, N.F., whence it will go on an auxiliary schooner up the Labrador coast to Akpatook Island in Ungava Bay.
The island is about fifty miles long and has been known since 1610 when Hudson gave it the name Desiro Provoket. The earliest known landing by a white man was made in 1885. The still uninhabited island is visited from time to time by Eskimos from the mainland in search of walrus.

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A Woman's Advice

Though there is but little in woman's advice, yet he that won't take it is not overwise.—Cervantes.

"On a hot day"
—energy gone—restore
and refresh yourself with a
drink of GOOD tea—hot or iced



Iceland's Hot Springs Now Being Utilized

Reykjavik.—Plans are well in hand for the effective exploitation of Iceland's hot springs. The government and the municipalities were authorized some time ago to take over all the hot springs and a hundred of them in the southern part of the island together with five farms were purchased last year.
One of the farms has been transformed into a dairy with machinery from steam from the springs, and another is being converted into a sanatorium for consumptives. The dairy has been so successful, especially with its steam-made cheeses, that others are being built.
The hospital is to be built on a modest scale with only thirty beds. Patients suffering from lung trouble have already used the hot springs with good results and if corresponding scientific control the sanatorium will be built, and no doubt others will be built.
Hothouses are also being heated by the hot springs and all sorts of vegetables have been grown throughout the year, so that Iceland is likely to become agriculturally independent through the scientific use of her springs.

Odd Asiatic Tribe Keep Old Customs in Europe

Only a few hours' journey from Budapest, on the Yugo-slav-Hungarian border, live a strange people known as the "Matyo." Direct descendants of the Asiatics who overran Eastern Europe at intermittent periods, they have their own laws and customs and have declined to assimilate with the civilization which surrounds them. They are perhaps the most characteristic dressed people in Europe, according to a party of Germans who recently visited them—their garb being distinctive even in that picturesque region.
The younger Matyo men wear embroidered leather trousers, flowing sleeves of linen, jackets of many colors and hats of the chimney-pot variety. The older men are dressed in one-piece leather garments which cover them from head to foot and are decorated with colored trimmings. The younger women wear bright clothing, the older ones are content with gray and black.
When a Matyo reaches the age of 20 his mother selects a bride for him and he forthwith proposes. After the girl accepts him—as she is compelled to do—he throws a bucket of water over her, an act which serves to stimulate her affection for him. When the marriage is solemnized, the bridegroom's mother takes possession of the new home and rules it with an iron hand.

Isle of Pheasants Slowly Becoming Attached to Land

Paris.—A historic little island known as the Isle of Pheasants in the Bidassoa River, on the frontier between France and Spain, is gradually ceasing to be an island, according to a correspondent of the Christian Science Monitor, and, through changes in the river's course, is becoming attached to the French shore. It was here that, in 1659, the conference was held which brought an end to the long war between France and Spain which persisted even after general European peace was established by the Treaty of Westphalia in 1648. The island was then exactly in the middle of the river, and great care was taken to build the special pavilion erected for the use of the negotiators in the exact center of the island, which, it was agreed, should be recognized as belonging half to France and half to Spain. The principal actors in the drama of 1659 were Mazarin and Louis XIV. on the French side, and Don Luis de Haro and Philip IV. for Spain. Two hundred years later, in 1859, Napoleon III. and Queen Isabella of Spain caused to be erected there a stone monument bearing an inscription in French on one side and in Spanish on the other commemorating the happy event of two centuries before. Although the river appears to be partial to France, no international complications are expected to arise even if the island should cease to be an island, for it is of no importance, strategically or economically, and the prevailing friendship between the people on both sides of the frontier.

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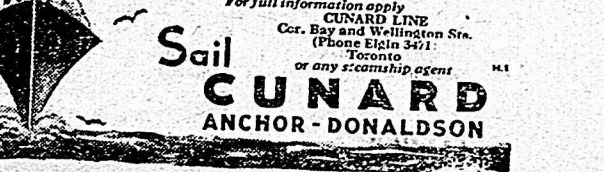
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FACE COVERED WITH PIMPLES

Now it is Almost Clear—and Her Health is Better
It needed courage to make this admission: "My face was covered with pimples." But evidently this woman sympathizes with others who suffer the embarrassing condition which troubled her.
She wrote to us entirely of her own accord—giving her name and address—out of sheer gratitude and a desire to help others. This is the letter which we have on our files—
"Some time ago my sister recommended me to try Kruschen Salts for my blood, as my face was covered with pimples. I am now using my second bottle, and I am delighted with the results. My face is almost clear and I feel better in health. I have advised several of my friends to give it a trial, as I want them to benefit the same as I have done. You are at liberty to publish this, as I cannot be too generous in my praise of Kruschen Salts."—W. C. S.
Pimples, acne and blackheads are caused by a rundown, disordered system, by those harmful acids and toxins which make your skin break out. So if you want swiftly to rid yourself of that ugly, blemished complexion and to obtain beautiful, smooth and soft skin—take Kruschen Salts.
Kruschen Salts are a perfect blend of the six vital salts which nerves, glands, blood and body organs ought to receive from food if they're to work properly—but it's simply impossible to obtain these salts in these days of modern cooking!
Kruschen provides just that gentle assistance your body organs need to rid your system regularly of all clogging waste matter. When your system is clean and serene your blood courses through your veins pure and uncontaminated. You are healthier and you feel it. Your clearer complexion and your brighter eyes proclaim it. And your persistently high spirits prove it.
Kruschen Salts is obtainable at all Drug Stores at 45c. and 75c. per bottle.

ISSUE No. 33-31