

The Best Sailor In the World

That is what A. J. Willers, writing in the N. Y. Herald-Tribune calls the winner of the great Australian-to-England grain race of the surviving wind-jammers on each occasion he has sailed in it since the war, veteran of the Cape Horners, former commodore of the Erikson line, Captain Ruben de Cloux, of Aland, Finland. At the age of 48 he has been 25 years at sea, 18 of them in command of Cape Horn sail. In the grain race this year nine of the other masters had been trained under his command. Each and all of them strained to defeat him, but in spite of the fact that some had better ships than the big four-master, he sailed, none lowered his colors.

He sailed the former nitrate trader, Parma, against a fleet of twenty ships, and brought in his charge, with the biggest cargo of them all at the head of the fleet, defeating the others by from four hours to forty-seven days. It was a hard race. The Cape Horn gales were bad and the Roaring Forties savage. The Parma was damaged and lost; the Houmoum dismasted, the C. B. Pedersen forced to run for Panama in distress, unable to round Cape Horn. In the South Atlantic and off the pitch of the Horn was too much; and in the North Atlantic too much calm. It was a worrying voyage, with no master knowing how things fared with the other ships; well satisfied to be still afloat in his own. The Parma's time of 102 days was far from being a record; some of the ships were more than 120 days.

Now the Captain is at home, waiting while the wind ships get ready to spread their wings once more for the grain race of 1932—waiting and watching them go, as yet undecided whether he will sail again.

The ancestors of the De Cloux family of the Aland Islands came to Sweden from Belgium in 1622, to be armor makers to the King of Sweden. There were three brothers in the first migration; of those settled in Aland in 1622, thus founding that branch of the family.

This branch kept the Belgian name, but nothing else Belgian. They quickly became Swedes—long-lived, strong-faced and sturdy. The Captain's father owned a farm which consisted of some thirty islands in the Aland group, most of them small. He had been a sailor and ran a small steamer to Stockholm. He was also a pilot, representing in his person that extraordinary combination of shipowner-shipmaster-pilot-farmer peculiar to these Viking Islands. His plowmen had to sail to the different fields of his farm.

So it was natural that the attention of the youthful Ruben, born in such surroundings in 1834, should turn early toward the water. In 1858, when he was four years old, he first began to take an active interest in boating, at seven he owned a small boat and very nearly lost his life in it; at ten he made his first voyage in a commercial sailing ship in Baltic waters.

During this first voyage he was cook of a small cutter trading to Abo to Stockholm. It was the practice to employ boy cooks in these vessels because the boys were cheap and cooking was of little importance. The small boy would cook what he could, and if he did not quickly learn how to fish up palatable pea soup sharp on sight, he received a good hiding. This was a remarkably efficient way of teaching boys to cook, but it was a tough school.

"I used to like being at sea then," says the Captain, "but not now"—with a grin that does not show any displeasure at his present surroundings.

After that he had to go to school for a while, to his intense disgust. While there he endeavored wholeheartedly to learn as little as he could, and as soon as possible was back at sea again. This time it was in a deep-water ship—he joined the bark Wolf, of about a thousand tons, for a voyage that lasted five years. After that there was no more schooling, except the navigation academies, and these taught the young man in things he wanted to know. After he left the Wolf he took both his second mate and first mate's certificates and sailed as mate in a deep-sea bark called the Ocean.

The Ocean was a very wet and uncomfortable vessel, and was wrecked to the north of Scotland, several of her crew losing their lives.

Escaping from this shipwreck with the loss of his entire belongings, De Cloux made his way to Mariehamn. Here he was married—his second shipwreck in a year, he says with a smile. He left deepwater ships for a while then and with his young bride got off across Siberia under a two-year contract with a salmon-fishing outfit in Kamchatka. This was their honeymoon trip.

Early in 1915 he shipped in the four-masted bark Lawhill, belonging to Mariehamn, as mate, and sailed in this ship as chief mate then until 1917, when the Lawhill sailed into Brest through the mine fields and the submarine zones while steamers were being taken across the Atlantic in well-herded convoys. The Lawhill so amazed the authorities of Brest by her audacity that no pilot came out to board her until she was nearly in. When she was safe in the port they would not allow her to go to sea again. The French took her over as a store ship and sent down all the yards.

Again Captain de Cloux was without a berth. But during the war it was easy for sailors to find employment, and he soon became master of an American deep-sea tug based on Bordeaux, engaged in salvage work in the Bay of Biscay—difficult and dangerous work at that time. There are still some medals in France for the captain if he ever goes to collect them.

After the Armistice he took the Lawhill over (she had been sold to the Erikson flag, while laid up in Brest, and was appointed to the command) and sailed her as master until 1921.

The captain then bought the big Gorman training ship Herzogin Cecilie

for Erikson. She is a big four-masted bark with accommodations for ninety cadets. Captain de Cloux commanded her from 1921 until the end of 1929 in the Chilean and Australian trades with conspicuous success.

After the grain race of 1929 (it was on the outward voyage that the ship had been thrown on her beam ends off the north of Scotland) the Captain decided to retire. His wife had been suggesting this for some time. He had a small farm at a place called Godby, about twenty miles from Mariehamn. It was a pleasant place with chickens, one cow, a small forest, some fields and an excellent garden—just such a place as every Cape Horn master has in his dreams. The Captain was 45 then, and had been over thirty years at sea. He had a son and a daughter whom he scarcely knew. They were both in their teens.

He stayed at Godby about a year, in the course of which he bought the Danish four-masted bark Viking in Copenhagen for Erikson and sailed her to Mariehamn. Then he took command of the little bark Plus, in the Baltic trade, and so fell in love with the little vessel that—well here he is here in the big Parma, out on the broad South Atlantic, homeward bound from Australia and Cape Horn, sewing sails in the sun.

The Skerry Fence

(Lofoten Islands)

The Skerry Fence is that fantastic hundred and fifty mile outer line of jagged rocks and peaks known as Lofoten, which lies within the Arctic Circle off the coast of Norway. The deep sounds between the islands are dangerous passages for the uninitiated, and a boat plunges dizzily until a wave lifts it up and carries it into harbor. Rost is one of the largest of the island group which surrounds a high table rock called Vedoy, a veritable tenement house of seabird life.

A sound, like the clapping of many hands, or the voices of many people, grows the chug-chug of the motor-boat as it approaches the rock. For a moment it is veiled with a film of wings as the birds take the air, wheeling and soaring in thousands. From a distance the rock looks like a beehive and the birds, like a swarm of bees, so densely do they crowd it. The scene is a familiar one to the island fishermen who inhabit the gay red colored huts, but to the visitor it is a source of never failing entertainment. Each bird, has its own particular manner of flight and household arrangements. The guillemots, looking like society ladies in their striking black and white plumage, with the razor-bills as the cavaliers, have families of chicks who are anxious to get to the water. The father and mother bird look superior, as if they were only going to take a sea bath for the sake of the children. But the guillemot is no match with the puffin in flight, once he rises from his peculiar crawl-swim on land. The sunlight glints on the metallic plumage, white shirt front and yellow bill, as it moves, with scarcely a sign of motion, in a most businesslike way.

Flying shapes, with wide-spread wings and necks strained forward, encircle the cliffs untiringly, or skim low with pinions smiting the tide with steady stroke.

With the approach of night a hush falls on the bird world, and the flying tumult ceases, as each finds its unseen home on the rocky ledges of Vedoy.

Philatelists Protest Profusion of Stamps

Paris—Professional and amateur stamp collectors from all parts of the world are sending protests to the International Postal Union against the printing of too many commemorative stamps.

They point out that to be of any value collections must be complete and must contain each of a series. Stamps, in fact, are a source of considerable revenue for Governments since there are millions of collectors.

Some of the commemorative issues are on sale only for a day and stamp collectors pay an annual tribute of about £1,000,000 to the various Governments in Europe alone. Next year, for example, the Russian Government will publish nine commemorative issues. The stamps will be issued to mark the fifteenth anniversary of the creation of the Red Army, the fifth anniversary of the death of Karl Marx, the murder of the 26 Communists at Baku, the murder of Urtsky, the foundation of the Order of the Red Banner, and so on. This sort of thing costs collectors money.

Italy, too, has been guilty of keeping the stamp printing presses running and has followed the series of 20 stamps to commemorate the tenth anniversary of the march on Rome.

Another attractive issue is a series issued in Latvia illustrating the conquest of the air from mythology to the present day flying liners.

The United States, with the Washington bi-centennial series and the Olympic Games Stamps, has also taken toll of the collectors' pockets. Great Britain, however, has issued no new stamps since 1929.

The True Gentleman

Petrolia Advertiser-Topic—Venerable Archdeacon Coote of Quebec, in addressing a body of students, stressing the necessity of being true gentlemen, drew from his pocket a well-worn New Testament, and emphasized his point by substituting the word "gentlemen" for the "charity" in St. Paul's famous chapter: "A gentleman suffereth long and is kind. A gentleman envieth not. A gentleman vaunteth not himself. A gentleman is not puffed up. A gentleman doth not have himself unseemly. A gentleman doth not seek his own. A gentleman is not easily provoked. A gentleman thinketh not evil. A gentleman rejoiceth not in iniquity, but rejoiceth in truth." The same may as truthfully be said of a true lady.

France's Annual Spinster Festival



St. Catherine's midnettes take a nautical turn. The patron saint of French spinsters was honored in a seafaring manner by many young girls who paraded the rue de la Paix in their annual soiree.

Some Famous Shoemakers

Of interest to some readers will be the following compilation of some famous men who first wielded a trade with hammer, nail and leather.

Q. Who founded the science of Botany?

A. Linnaeus, a shoemaker.
Q. Who discovered the beauties and marvels of antique sculpture?

A. Winkelmann, a shoemaker.
Q. Who wrote "The Farmer's Boy"?

A. Bloomfield, a shoemaker.
Q. Who established the Quarterly Review?

A. Gifford, a shoemaker.
Q. Who founded the "Society of Friends"?

A. George Fox, a shoemaker.
Q. Who started the "Ragged School Movement"?

A. John Pounds, a shoemaker.
Q. Who gave the Bible to the Chinese in their own mother tongue?

A. Dr. Morrison, a shoemaker.
Besides, among the names which become greater or less degree household property may be found Hans Sachs, the poet of Nuremberg, Richard Savage, Sir Cloudesley Shavill, the redoubtable admiral, Sir William Blake, the Radical-Hardy, the astrological Partridge, Sir Simon Ayre, Jacob Boehm, Samuel Drew, Hans Christian Andersen, Dr. Marston, Thomas Edward, the naturalist, and William Carey, the virtual founder of the Baptist Missionary Society. All these were shoemakers before they turned their thoughts and energy into other channels.

As there have been previous inquiries on the subject of famous shoemakers this entry may interest many fellow readers.

Music From Wire and Tin

Near one of Berlin's numerous open-air markets, two men were recently seen sitting on the pavement "making music" for the passers-by. Both were out of work and one was handicapped. The latter played a concertina with great gusto and many small coins were dropped into his cap; it was upon the other player that the interest of many passers-by was concentrated. Along a stout stick reaching to the ground a single string of thick wire was drawn on which, as on a violin, he played tones, high and clear as the human voice. Attached to the stick was also the piece of a small tin trumpet, which probably "led the sound." It formed a musical instrument which, however primitive, did the inventor and executant the utmost credit. On closer inspection, it was seen that what at first sight appeared to be a stick was the barrel of a battered gun, the butt end of which rested on the ground.

500,000 See-Swedish Soccer Stockholm.—Association football, or soccer, attracted more than a half million spectators in Sweden during the fall football season just ended. The gate receipts amounted to nearly 2,000,000 kronor.

Why the Stars Shine

The life of the sun may be only a hundredth part of the immense span assumed by the more optimistic astronomers. The possibility of this short period is explained by Theodore Dunham Jr., noted American astronomer, in a paper read before the Astronomical Society of the Pacific. "Geologists tell us," he says, "that the earth must have been here for at least a thousand million years. But there are various astronomical arguments which lead us to believe that the stars have ages even a thousand times as great as this."

No source of energy with which we are familiar could provide so much heat for so long a time. Simple radiation would do only a short time. The burning of hydrogen and oxygen would not last the sun more than one-tenth of a lifetime of our earth. If the sun were made of pure radium, the sun would give out as much heat as the sun has given out since the earth was started, but it would be very unequally distributed over this period of time. For a few thousand years the sun would shine with a furious heat and then rapidly cool and become invisible.

"Only two possibilities remain," Dr. Dunham concludes. "The first is that matter itself is being transformed into radiant energy deep in the stars, which is the Jeans theory. On the theory of relativity the sun could well stand this loss and go on shining for many billion years."

The other possibility is that the stars were once composed entirely of hydrogen and that the atoms of hydrogen are uniting to build up the heavier atoms of other elements. In the process of becoming thus tightly packed, a small but definite fraction of the mass must be lost as energy. If this is the source of stellar energy, the life of a star is 100 times shorter than if there were complete annihilation of matter.

Crossroads

Goodbye, dear friend. Some day, I guess not when. These pleasant hours shall know a glad rebirth; The world is wide, yet we shall meet again. For there are many crossroads on this earth.

And Death may not deny us time and place; No skies between shall make our hopes the worse; The more the teeming stars, the vast-er space; The more the crossroads of the universe.—Arthur Guiterman in the New York Times.

Actions

Man's actions here are of infinite moment to him and never die or end at all; man with his little life, reaches upwards high as heaven, downward low as hell, and in his three score years of time holds an eternity fearfully and wonderfully hidden.—Carlyle.

Make Your Own Collars

By HELEN WILLIAMS.

Illustrated Dressmaking Lesson Furnished With Every Pattern



When you study these attractive collar and cuff sets, you'll see they are charming and youthful.

And what a variety to choose from. You can make your last year's dress appear quite up to the minute by wearing one of these little collar and cuff sets or one of the plastron fronts.

They require the minimum of making and a small amount of material.

Choose white pique, handkerchief linen, organdy or soft crinkle crepe silk.

St. Le No. 3111 comes in one size only.

View A requires one 10-inch handkerchief. View B requires 1 yard 35-inch. View C requires 1/2 yard 32-inch or wider. View D requires 1/2 yard 24-inch or wider. View E requires 1/2 yard 24-inch or wider.

HOW TO ORDER PATTERNS. Write your name and address plainly, giving number and size of such patterns as you want. Enclose 15c 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.

Goodness is beauty, beauty is goodness.

This Week's Offerings of Science Device That Steadies a Ship At Sea

Gyro-Stabilizer Prevents Rolling—Aid to Seasick Passengers—Electrifying Air Indoors—New Creaseless Rayon

The new Italian liner Conte di Savoia displaces 48,000 tons. Yet three spinning tops or flywheels weighing 650 tons or a little less than 15 per cent of her total displacement, control her perfectly. Moreover, they do this with an expenditure of not more than 1,500 horsepower, or 15 per cent of the horsepower of the main engines.

These seasickness-preventing stabilizers are like ordinary tops in principle, except that they are mounted in bearings, which are fastened to the ship's frame. As long as it spins fast enough any top stands upright. Try to push it over and it wobbles as it slowly recovers itself. That is, its vertical axis describes a wide circle which grows smaller and smaller until the top stands upright again. The wobble is called the top's precession.

The Top Principle Applies. The top stands up because, like every rapidly rotating body, it resists any force that tends to disturb its plane of rotation. Mount a top or gyroscope on a vehicle with only two wheels arranged in tandem. The vehicle will stand up so long as the top is spinning. Push the vehicle over and the spinning wheel will bring it back to an upright position.

As soon as the Conte di Savoia starts to roll, the plane of rotation of the gyroscopes is disturbed. Their vertical axes tip forward, or precess. The effect is to counteract the increase in buoyancy on the side of the approaching wave. It is just as if a weight were shifted from one side of the ship to the other—just enough weight to offset the roll. However, in this case one nicely adjusted force is opposed to another force.

To feel the wave and start to tilt, the wave and start to tilt. Moreover, when it has started to tilt, its inertia may keep it moving. This is one reason why efforts to use the gyroscope in Germany before the war were not a complete success. The late Elmer Sperry hit on the ingenious idea of using a small control gyroscope to tell the gyro what to do and when. In other words, the control gyroscope, being small, responds to the beginnings of a roll almost instantly. Through an automatically started electric precession motor the response is communicated to the big gyroscope. Hence the big gyro begins to process sooner than it would if it had first to overcome its own sluggishness.

The reason why three gyroscopes with three smaller controls can steady the mighty Conte di Savoia is to be found in the very nature of wave action. One wave does not make a ship roll. It takes a succession of waves to do so. Hence, if the first sign of a roll can be checked there is no cumulative effect to overcome. Instead of rocking from side to side the huge ship rises and falls slowly while the waves pass under her.

It was no revolutionary proceed-ure to equip the Conte di Savoia with gyroscopes. Some forty vessels, most of them yachts owned by men who would never go to sea if the price of ocean luxury were illuses produced by rolling, have gyro-stabilizers. The Conte di Savoia is merely the first passenger liner to be provided with stabilizers of the gyroscopic type.

So They Say

"America is full of organizations, but not of organization, in the sense of order."—G. K. Chesterton.

"Stop spending your money's worth the real slogan for the American people."—Nicholas Murray Butler.

"Politics is a series of decisions; they must be made for the long-range benefit of the public."—Franklin D. Roosevelt.

"Fascism is not an article of exportation."—Benito Mussolini.

"I know many authors, but I have not known any who love to write."—Peter B. Kyne.

"The deflation of commodities seems almost at an end. Hard work begins to fill up the gaps. The fingers of a new dawn stretch their tips above the horizon."—Thomas W. Lamont.

"Remember the fact that conditions make Presidents rather than that Presidents make conditions."—Roger W. Babson.

"When the stage curtain goes up I've lost my identity."—Lenore Ulric.

"The world will be saved if it knows how to be at the same time optimist and pessimist with intelligence."—Guglielmo Ferrero.

"The modern man would much prefer to be called goddess, graceless, purposeless, faithless, than to be called humorless."—Aldous Huxley.

"Sometimes one pays most for the things one gets for nothing."—Albert Einstein.

"Science has left man behind and man is losing his breath trying to keep up to it."—Joseph Callaux.

"History shows us that ways when civilization gets very materialistic, it crashes."—Hugh Walpole.

"You cannot tell what the scientists will do in the next war except that they are bound to make a mess of it."—H. G. Wells.

"The literature of the Soviet Union is progressing much more in width than in depth."—Maxim Gorky.

"Wages won't govern living standards; it is a matter of value."—Henry Ford.

"In criticism, as well as in acclamation, dispassion is needed."—Leon Trotsky.

"It is an old adage that being informed is often better than being armed."—Guglielmo Ferrero.

"The greatest (quand) natal influences in our lives are romance and religion."—Cecil B. De Mille.

"I am confident that the mere feeling that lies within us will bring better days for us all."—Mrs. Franklin D. Roosevelt.

"Every little individual gesture of goodwill and understanding let us see

Breathing Electrified Air. Some air seems to be of more benefit than other, not because it is free from smoke but because, like radioactive water, it has properties peculiar to itself. In an address which is delivered before the Franklin Institute of Philadelphia, Dr. Lewis H. Bragg attributed these to ionization. Other words, air is electrified. Some of its atoms have an electron removed. The loose electrons dash about seeking ruined atoms which they can repair, and the ruined atoms become tremendously excited until they have made good their loss. Radium, X-rays, the cosmic rays, ultraviolet light from the sun, lightning—these are but a few of the forms of energy that ionize air.

Air in a room is less prone to be ionized than air in the open. Ordinary window glass cuts off the ultra-violet light. Lightning, of course, is absent. X-rays are scattered about only in hospitals and physicians' offices and are then carefully enclosed by lead-lined walls, ceilings and floors. Every possible precaution seems to be taken indoors to prevent this ionization or electrification of air. Dr. Koller suggests that the air-conditioners may have to electrify the artificial atmosphere that they create, in order to produce the exhilaration that comes when we take a deep breath in the open. Certainly it is not enough to supply a room with air that is merely washed and that is merely of the proper temperature and humidity. The air must have life. And it is ionization that imparts life.

A foundation has been laid for the air-conditioner by Professor Desmarquet of Frankfurt, who has been treating the sick with high and low concentrations of ions. Striking results are said to have been obtained in cases of neuralgia, high blood pressure, bronchitis, neuritis and gout. Some apparatus like Desmarquet's will probably be adopted by engineers to ionize the treated air of dwellings and auditoriums.

What with ultraviolet lamps to tan us indoors, and ions to electrify the air and make it fit to breathe, indoor life becomes more complex than ever.

Creaseless Cravats

From Manchester, England, comes the news that rayon is to be treated with synthetic resin and thus rendered creaseless. The resin is synthesized from carbolic acid (phenol) and formaldehyde. We are familiar with it in the form of pipestems, table tops, handles for knives and the like. Fourteen years of laboratory research are said to lie behind creaseless rayon.

From the accounts that have reached this country the resin permeates the fiber through and through. The mere coating of the fabric, in accordance with waterproofing principles, will not do. How is the effect obtained to be explained? Not by a stiffening of the fiber. Apparently the resin enters minute pores and imparts a certain resiliency, so that when bent or crushed the fiber springs back to its original shape. Natural fibers can also be treated with synthetic resin to increase their resistance to wrinkling and crushing.—Valdemar Kaempfert in The N. Y. Times.

Outlines Essentials For Successful Marriage

Middleton, Conn.—The physical and psychological pitfalls confronting the couple striving for happy marital relations were stressed recently by Dr. William B. Terhune, noted psychiatrist, before the Worcester University parley on marriage.

"Happy marriages are not made in Heaven, but instead are the result of intelligent ideals, based on a knowledge of the principles of human adaptation," Dr. Terhune, sociate medical director of the Austen Riggs Foundation in Stockbridge, Mass., told 350 delegates.

He asserted that sexual irregularity is often a symptom of mental disease, and said that immorality is greater among "psychically unstable persons than among normal individuals."

Dr. Terhune warned that unfaithfulness often leads to years of maladjustments and termed mutually satisfactory sexual relationships a potent force in preventing marital discord.

He listed among the physical pitfalls parental attachment, fear, cessation of intellectual development, and sensitiveness.

THE FAMILY ALBUM—HOUSEHOLD ACOUSTICS



CALLS FOR SOMEBODY TO COME REACH HIM THE HAMMER—HE'S HOLDING THE HANGER JUST WHERE THE PICTURE IS TO GO

HEARS FAMILY MOVING ABOUT UPSTAIRS. APPARENTLY NO ONE HEARD HIM

REPEATS REQUEST, ADDING PLEASE TO HURRY UP HIS ART'S GETTING TIED HOLDING THE HANGER IN PLACE

WIFE OPENS A DOOR AND SAYS: WAS THAT WILFRED CALLING

SHOUTS AGAIN JUST AS WIFE SHUTS DOOR AGAIN

MILDRED POPS OUT OF HER ROOM TO TELL MOTHER IT COULDN'T BE WILFRED HE'S IN THE ATTIC. IT MUST HAVE BEEN SOMEBODY OUT OF DOORS

GETS DOWN AND BEGS HAMMER HIMSELF, REPLACES HANGER, AND SWEARS AS HE HITS FINGER WITH FIRST BLOW

WIFE IMMEDIATELY TROTS DOWNSTAIRS TO ASK IF HE ISN'T ASHAMED TO LET THE CHILDREN HEAR SUCH LANGUAGE, HE COULD BE HEARD ALL OVER THE HOUSE

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BY GLUYAS WILLIAMS

"Willie, call your name, the chief product of China?"—Yessur, Troubadour.