

Disappearance of Figureheads

The ships of His Majesty's navy no longer bear, as once they did, figureheads emblematic of the vessel on the bows of which they are placed. In the days of the old wooden three-deckers the ships' figureheads were carved out of timber and painted and gilded by men who were artists in their craft. One may still judge of their skill by the specimens that survive—not afloat, and not on the bows and under the bow-appears of vessels, but ashore. Kept as curiosities in the dockyards at Portsmouth, Chatham and Devonport they survive, while the ships they decorated have long since been broken up.

No one who has not stood at close quarters to one of these old naval figureheads is likely to realize the large size of them. The classical goddesses, the Ariadnes, the Arcthusas, and the martial heroes carved out of wood are all on the heroic scale, and generally they are very well done indeed.

Captain and crew alike were proud of the figurehead of their ship, and expended on it much care, cleaning, painting and gilding it to a degree far beyond the Admiralty allowance of paint and goldleaf.

Among the figureheads of famous ships still preserved at Chatham Dockyard is that of the Chesapeake, the United States frigate defeated and captured in the day-long fight with the British ship Shannon in 1813. The battle was fought within sight of Boston harbor. Captain Sir Philip Broke took home the Chesapeake. The figurehead of his ship Shannon, became his perquisite, and was housed in his country seat, Broke Hall, Naaton, near Ipswich.

The Chesapeake figurehead is a fine specimen of the art. The head is crowned with the North American Indian head-dress of feathers.

The name Broke, given to a small vessel of the navy at the time when the Great War of 1814-15 broke out, became equally distinguished as that of the gallant commander who defeated the United States frigate.

In an action off Dover with German raiders, the young commander of the Broke sailed his ship alongside a German vessel and boarded her with his men, defeating the enemy in a hand-to-hand cut-throat fight, as in the glorious old days of Nelson.

Nelson's Victory was the sixth ship of that name in the navy. The ship of that name in the action of the Battle of Trafalgar met with a terrible end. She foundered in a storm on a night in October, 1744, only a few years after being launched. She is supposed to have struck on a reef of the fatal Casquets Rocks, off the coast of Alderney. Not a soul of the vast company aboard, including Admiral Balcen and over one thousand officers and men, escaped.

Nelson's Victory, now being restored, had owned no fewer than four figureheads. The first was knocked to pieces in an engagement off Ushant; the second survived the Battle of St. Vincent; but a third was in use at Trafalgar.

This was not only a very fine, but a very unusual one. It was a striking design of a sailor and a marine supporting the royal arms. The figures were lifelike and colored naturally, with the uniforms in their proper tints.

This figurehead suffered in the Battle of Trafalgar, for the legs of the soldier and the arms of the sailor were carried off by a shot. The story afterwards was told that all who lost arms in the action were sailors and all who lost legs were soldiers.

When the figurehead was repaired, Cupida replaced the sailor and the marine. In the Naval Exhibition at Chelsea, in 1891, a replica of the Victory was built, and the Trafalgar figurehead properly appeared on it. It has been suggested that this design should now be reinstated in the place of honor on the real Victory. This would certainly be both fitting and graceful.

Castle's Yard, at Vauxhall Bridge, has some fine old figureheads, including that of the Highlander, once belonging to H. M. S. Edinburgh; while one of the most notable of those at Devonport is that of H. M. S. Ajax.

They are all things of the past, and to-day the only figureheads in use are those of the sailing-ships of the mercantile marine.

Distilled Fast Trains.

The train which recently conveyed King George to Balmoral travelled at a very different pace from those in which Queen Victoria made her annual excursion north. Her majesty had a dislike that amounted almost to horror of fast travelling, and twenty miles an hour was regarded as the utmost speed she would permit.

In those days, too, a pilot engine had to precede the royal train, and plate-layers were stationed at regular intervals along the route. As a consequence the journey cost over \$5,000. Her Majesty's nervousness in this respect is believed to have been due to the shock she received as a girl through the fatal accident to William Huskisson at the opening of the Liverpool and Manchester line.

New Amendments.

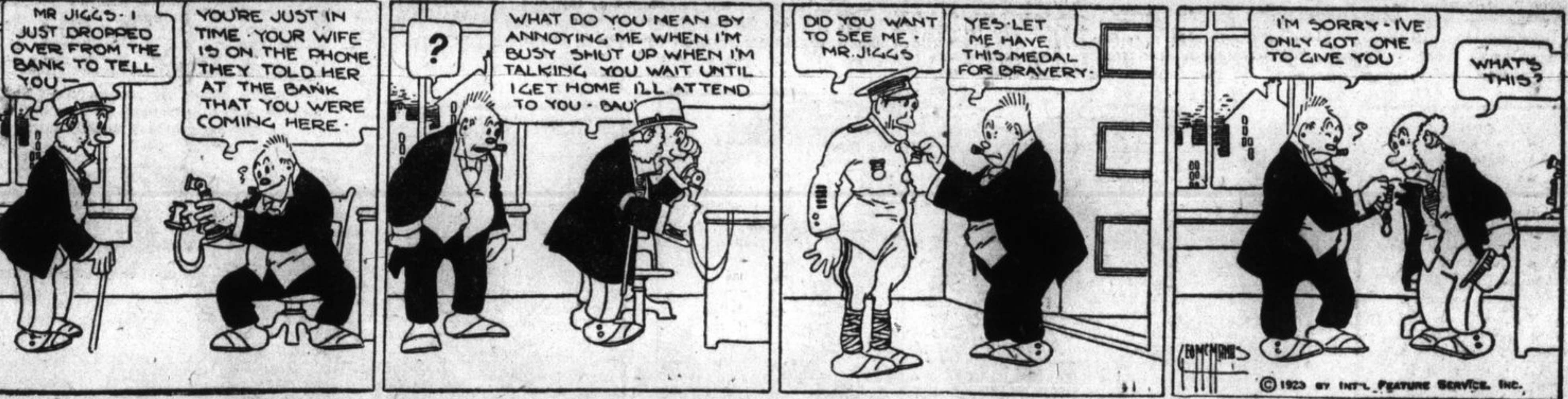
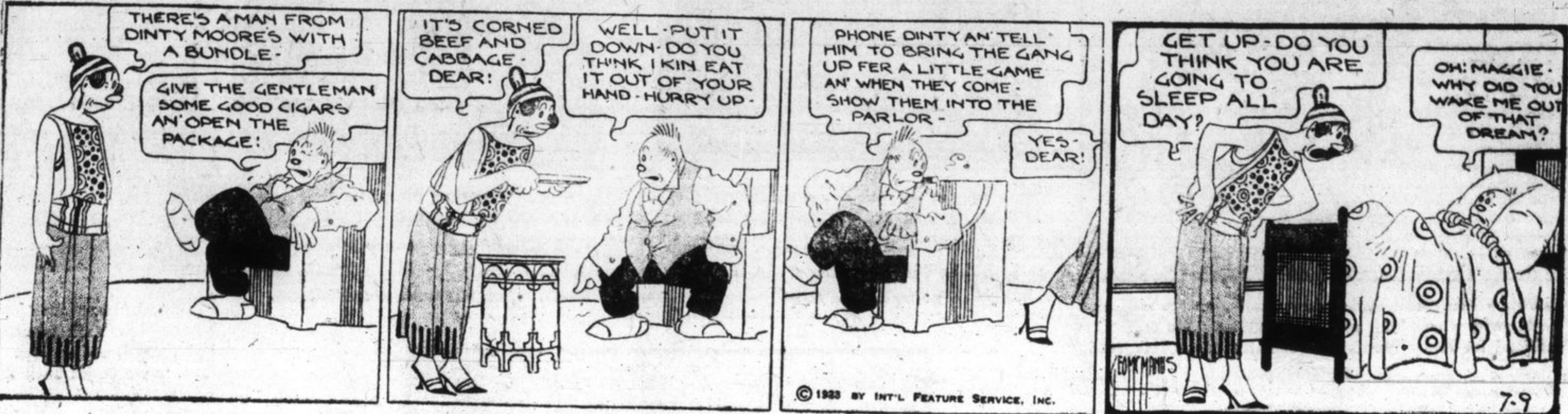
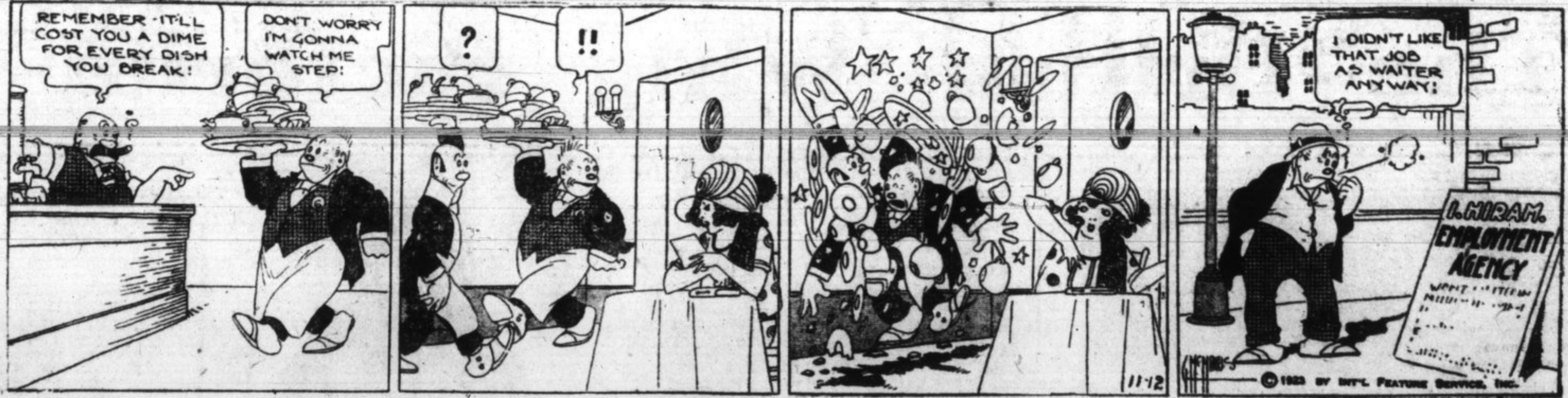
The Egyptian penal code has had new amendments, which the Egyptian Government has just published. One article provides a penalty of imprisonment not exceeding five years for journalists and proprietors of papers who challenge the present dynasty in Egypt, or bring it into disrepute, or advocate measures which in effect favor Bolshevism. Strike by Government officials or officers in public utilities is now liable to imprisonment while heavy punishments are provided for those who, in riots, damage property or possess explosives without special permit. All these amendments are added penalties under the Egyptian penal code which, since 1914, have been inflicted only by British martial law.

The paper used in printing Bank of England notes is manufactured at a special mill in Hampshire, where no worker is allowed to enter any part of the building other than the room where he is employed.

The power of torture is confessed only by the miserable: for the happy impute all their success to prudence and merit.

BRINGING UP FATHER

By GEORGE McMANUS



COMFORT — with Speed

The World's Fastest Shave

GENTLEMEN, your skin specialist will tell you the facts about right and wrong shaving. You should know these facts.

We offer the fastest shave in the world, yet every one a super-velvet shave with the keenest edge known on a safety razor blade.

But that is not all. We offer here a scientific shave, with due consideration given to dermatological principals, a shave which does not pull the skin or facial muscles, a shave which does not irritate.

We spent a fortune attaining a super-keen blade. It has created a world-wide sensation. Sales have reached a new peak.

ONCE OVER—THATS ALL

With this new edge you run over your face one time only. And that's where you reduce your shaving time one-half. Also, you spare your face, for dull edged blades are harmful.

Mistreatment helps to age the face and wrong shaving is an important factor. Only a fast shave with a super-keen blade keeps the face in condition.

Buy More Than One

Have one in your bathroom.

Keep another in your travelling kit.

Leave a third at the club or in the office.

Provide a spare one for your guest.

Valet Auto-Strip Razor

EDG. IN CANADA

Much is at stake—your whole shaving future. restores a barber's edge to any of our blades. So buy a Valet AutoStrip Razor. Use either fresh. Whichever you do, you experience a new

It works as a part of each razor. A few strokes

78 Seconds

From Lather to Towel

\$1.00 to \$25.00

according to finish, care and number of blades.

Any set you choose will give that smooth, velvet, 78-second shave.