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MOOSE WHIST

In the weekly Moose Lodge knockout whist tournament last night, B. M. Simpson and Tony Martinsen won first prizes which were chickens and A. Ohnesorg and Nels Gunderson, second prizes, tins of coffee.

A group of local young people is starting a series of dances which will be held every Thursday night in the Boston Hall. The first event last night was well attended

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SPECIALS FOR WEEK ENDING OCTOBER 6, 1928

TOMATOES, ROYAL CITY, New choice pack, 2's, per tin	13c
PINEAPPLE, SINGAPORE, Sliced, 2's, 2 tins for	29c
GINGER SNAPS, fresh and crisp, per lb.	19c
CORN STARCH, per packet	11c
PEACHES, sliced or halves, 1's, per tin	20c
SPLIT PEAS, PEARL BARLEY, POT BARLEY, DRY GREEN PEAS, per lb.	8½c
CAMPBELL'S SOUPS, 2 tins for	29c
MARMALADE (pure), per 4 lb. tin	59c
POULTRY FOR THIS WEEK	
LIGHT FOWL, per lb.	38c
BROILERS, per lb.	45c

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APPLES—We have a large assortment of McIntosh Apples on display at attractive prices. Phone us for quotations.
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EVERY LUXURY ON AIR LINER

SISTER SHIPS IN ENGLAND NEARING COMPLETION—GREAT LOUNGE BIG DINING ROOM ARE FEATURES

LONDON, Sept. — It is announced that the giant airship R100, scheduled for service between Britain and the United States, would not be able to make the first trip this year as had been hoped, though an initial trip is possible before the winter is over. This ship is being built by a private company at Howden and is nearing the final stages.

No delay marks the progress on the sister airship R101, however, being constructed at the government works at Cardington. The R101 has been more or less surrounded in secrecy, being a state ship, but is largely similar to the R100 and is designed for an England-India service.

In a description of the R101, which along with the R100 is an entirely new conception of air conveyance, probably most general interest will attach to the passenger quarters, which are carried on duralumin girders and provide a lounge 33 feet by 64 feet, accommodation for 50 people to dine at once, with a service from electric kitchens, two-berth cabins, and promenade decks along the side of the ship enabling views of the world outside to be gained through the transparent sides of the ship at this point. Forced ventilation is provided and the passenger quarters can be heated if necessary, while there is a proper smoking room—a luxury hitherto impossible in airships. Access to the middle section is obtained by a long gangway entered by a door in the nose of the ship.

A number of ingenious ideas are incorporated in R101. Probably the greatest advance other than that, of constructional methods, is ensuring strength under the worst operating conditions.

WITHSTAND PRESSURE

R101 has been designed to withstand the most rapid vertical current known, and this is estimated to amount to an upward gust at the rate of 4,000 feet a minute, or more than double that which caused the wreck of the Shenandoah.

The very considerable advance made in the method of transferring the lift of the gas bags to the actual hull can now be seen at Cardington, and a system, which may be likened to two parachutes placed in a vertical plane back to back, has been devised, which entirely eliminates the dangerous stresses likely to be set up under the old system if one bag became deflated. Another feature making for increased safety is the use of the Beardmore solid fuel injection engines which run on crude oil instead of petrol.

Hollow steel airscrews will be used, and reverse mechanism is being incorporated for manoeuvring purposes. Small auxiliary power units are required in a ship, and these must be run with petrol, but special precautions have been taken to isolate the more volatile fuel from the ship proper.

IMMENSE SIZE

The full size of the ship will not be realized until she is complete, but a useful comparison can be made with a modern battleship. R101 will be practically as long. Actually she is 724 feet long and 131 feet in diameter at the point of biggest girth and, with the control car, is 140 feet high. The control car projects underneath the ship by the passenger quarters, and consists of a lower and upper deck, the former in the case of an airship being the bridge, as the main view required is downward.

The first flights of R101, after her home trials are complete, will be to the East, and the ship, in fact, has been designed to fly without a stop 2,500 miles to bases at Egypt and Karachi. Commander Burney, on the other hand, wishes to develop the Atlantic route, as offering the best possible prospect of a commercial return, and, as this involves flying a longer distance without stopping, he is already planning for ships of 7,500,000 to 9,000,000 cubic feet capacity, so that the journey can be made with an adequate reserve of fuel, and yet at the same time permit a commercial load to be carried.

MARRIED THREE TIMES TO SAME PERSON IS EXPERIENCE TORONTO

TORONTO, Oct. 5.—One third and final marriage ceremony for Judith Revault Magalhaes, of Bahia, Brazil, and Germinal Farina Romero, of Toronto, in St. John's Roman Catholic Church took place recently.

Twice before have the couple been united in wedlock. The first ceremony was done by proxy, an uncle of the bride taking place of the groom, who was in Toronto when the ceremony took place. The second was a civil rite performed before a justice of the peace. The first marriage, a survival of an ancient brazilian custom which called for the bride to be married at home if the groom is absent, took place last July.

Local and Personal

Frank Taaffe and J. McPhee were the only passengers disembarking here at noon today from the steamer Princess Royal on her arrival from Vancouver.

Arthur Graves, purser of the steamer Princess Royal, and his assistant, Charles English, will go ashore at Vancouver for a three weeks' holiday when their ship completes her present voyage north next Monday.

It is now expected that the season's first full train of prairie grain for the Alberta Wheat Pool's Prince Rupert Elevator will be here on Monday. This morning there were reported to be some 150 carloads on the railway west of Edmonton bound here.

Making another new record for early arrival, C.P.R. steamer Princess Royal, Capt Albert Rippon, reached port at 12 o'clock noon today from the south and will sail at 10 o'clock tonight on her return to Vancouver and way points.

Under the newly inaugurated winter schedule, Union steamer Cardena, Capt. A. Johnstone, is due at 3 p.m. today from Vancouver, Ocean Falls, Bella Colla and Skenna River and other ports and will sail at midnight on her return south.

Considerable interest is being attracted by a large display of canned vegetables, fruits, jams and jellies by the High School Girls' domestic science class under the instruction of Miss Rogers which is being exhibited in the show window of the Northern Brokerage. The contents have a very tempting appearance and demonstrate that the girls are making progress in this practical line of study.

STILL WAS SNOWING IN YUKON THIS MORNING

At eight o'clock this morning snow was still falling in the Yukon according to the daily weather report of the Government Telegraphs. Following is the report:

Haysport—Strong wind, clear, temp. 48.
Port Simpson—Clear, calm, temp. 48.
Terrace—Cloudy, calm, temp. 40
Rosswood—Cloudy, calm, temp. 42.
Alice Arm — Raining, calm, temp. 54.
Anyox — Partly cloudy, calm, temp. 54.
Stewart— Partly cloudy, calm, temp. 41.
Hazelton—Part cloudy, calm, temp. 40.
Smithers—Part cloudy, calm, temp. 41.
Burns Lake—Part cloudy, calm, temp. 40.
Eighth Cabin—Cloudy, calm.
Echo Lake—Cloudy, calm.
Telegraph Creek—Part cloudy, calm, temp. 38.
Atlin—S.E. wind, temp. 39.
Carmacks — Snowing, calm, temp. 30
Dawson—Snowing, calm, temp. 20.

ANGLICAN WOMEN CHOOSE MRS. FERRABBE HEAD OF ORGANIZATION

EDMONTON, Oct. 5.— Mrs. G. Ferrabbe of Montreal was elected by acclamation president of the dominion board of women's auxiliary by the missionary society of the Church of England in Canada yesterday. Mrs. Brimer of Victoria was elected Dorcas secretary.

MUTILATED MAXIMS

Amputate the tail ends of some of our proverbs and they are still serviceable—at any rate for the columnist. For example: "All work and no play makes jack—" No one can question the pecuniary benefits of constant application.

Other curtailed proverbs are: "It's a poor rule that won't work" "Faint heart never won—." "Those living in glass houses shouldn't." "What is worth doing is worth doing—." "Man's inhumanity to man makes countless thousands—."

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