

Royal Scandal

Charles Edward Stuart, known to posterity as Bonnie Prince Charlie, is a romantic figure in history. His love life was as turbulent as the military adventures through which he strove to regain a throne; and his marriage was short-lived and unhappy.

He was fifty-two when he married, already ravaged by drink and dissipation. The years of exile had spent wandering through Europe with a succession of mistresses until he settled down for a time with an early love, Clementina Walkinshaw.

Charles was so jealous of her that he had a contraption of bells fixed round her bed. When she turned over she rang furiously. Charles would then come dashing in expecting to find her with a lover. Finally, she could stand his temper no longer and fled.

Charles, who had also quarreled with his father, James, the Old Pretender, and his brother Henry, had only a handful of friends left. On his father's death he went to live in Rome, made it up with his brother and accepted a family legacy.

He was advised to take a bride and begot a legitimate heir. An emissary was sent through Europe to hunt for a suitable young woman. The most promising seemed to be the niece of an old Princess Louise de Stolberg, Louise, who was penniless but ambitious and dreamed of one day becoming a queen, jumped at the chance.

In the spring of 1772 Louise arrived at Maccaria outside Rome, where she was to meet her aging lover. The first sight of Charles must have shaken her considerably, for she hadn't bargained for such a wreck. She greeted the bridegroom with a smile, however, and two hours later they were married.

Charles was delighted with his youthful bride. Her tall figure, fair skin and brilliant smile pleased him so much that he immediately increased her pin money by a thousand crowns. After five days' honeymoon he led her back to Rome. Every-one turned out for the occasion. Louise was enchanted with the fuss, and her beauty and gay spirits soon earned her the title, Queen of Hearts.

Charles was proud of her success and for a while stopped drinking. But not for long. Snubbed by the Pope who would only recognize him as the Count of Albany, Charles' temper reverted to its usual violence. He took to drinking heavily again. Louise's life became a nightmare.

Suspicious and jealous, Charles would never leave her alone. He had all the entries to her private apartments blocked, except the one which led from his room to hers. They moved to Florence. Charles' behaviour grew worse. Every evening he would order a carriage and insist on Louise going with him to the opera. Often he was so drunk that servants had to half-carry him into the carriage. At the opera a coach was moved into his box so that he could lie down and sleep it off, snoring loudly, at times nearly drowning the singers' voices.

For six years she endured her married life with Charles. Always intellectually inclined, she found pleasure in the arts, especially literature. Life seemed to offer no further happiness until she met the handsome young poet, Count Vittorio Alfieri, who was visiting Florence to get over the effects of a disastrous love affair.

Louise liked him at once and even Charles took to him. Soon Louise and Alfieri were deeply in love. Permission was given for Alfieri to teach Louise Italian. And after dinner, when Charles settled down for a nap, the young couple sat on the couch with their study books.

When the scores from the choir grew loud enough they would hold hands and whisper to gether. Louise began to find her husband more repulsive than ever. They quarreled violently and he took to insulting her in public. Alfieri was handed out and escorted to the door. Charles followed but the Mother Superior had been briefed.

As soon as Louise entered, the door was slammed and locked and Charles was left outside. Realizing he had been tricked, he banged the door furiously. A nun opened the grating and told him that the Countess of Albany had taken refuge in the convent and would remain there.

Husband and wife never met again. Louise went back to Rome, and Alfieri followed. The lovers remained together until Alfieri's death many years later.

Nice Pick-up

When Charel Kemp took a \$5-a-week job as a shop assistant in South Africa he little guessed he would become a multi-millionaire. He had just fought off a drastic attack of polio and counted himself lucky to hold down a job at all.

Yet today Charel can still scarcely believe his luck, for at his feet he found the biggest emerald the world has ever known.

After his shop work Charel became a policeman, worked his way through and on retirement bought himself a little emerald mine. With native labour it was cheap to run and produced just enough stones to make it interesting.

Then one bright day recently Charel told his brother: "This is going to be a big day, I can feel it!" He still doesn't know why he said it. But at the mine, black patches burning through, was the emerald, large as a paving stone.

Charel found himself blinking not at just a 100-carat or even 1,000-carat giant but at a gigantic 11 pounds of cool fire, later assessed at 24,000 carats. At \$800 per carat, the mammoth may be worth \$24,000,000. Much may depend on colour, density and fractures, but sufficient huge stones could be cut from the emerald to swamp the market.

Second only to the diamond in worth, chief world supplies of emeralds come at present from Soviet Russia. An emerald ring may be more significant than you think, for the ancients considered the stone had magic properties to aid motherhood.

And here is a selection of our favourite jams and jellies. Some are old favourites, some have a new flavor idea — as the addition of spices or grated orange or lemon rind. But all are simple to make — delicious to eat — and pretty to look at.

Of course some of the fruits mentioned aren't in season yet — but it might be a good idea to clip these recipes and save them for future use.

STRAWBERRY JAM

3½ cups prepared fruit
¾ cup strained lemon juice
7 cups sugar
½ bottle liquid fruit pectin

To prepare fruit. Crush completely, one layer at a time, about 2 quarts fully ripe strawberries. Measure 3½ cups into

LEAF FOR HER BOOK — An original way of sending greetings from Rome, Italy. Sending "best wishes to all and to Peter," on a real magnolia leaf, the friend wrote with China ink.

TABLE TALKS

Jane Andrews.

Now it's about time to start making your jams and jellies for next winter's use. All too often summer slips by, and come October, the jam and jelly cupboard is bare. So why not get off to a good start now. At this time of the year, just about everybody clamors for a change in diet, and along comes the strawberry crop to help you make delicious sweet spreads.

Modern methods of preparation have taken the guesswork out of jam and jelly making. Today, we know that any fruit even those known as non-jelling fruits — can easily be made into delicious jams and jellies. The modern method is so simple and controlled that even a beginner will be successful. Based on a short boil of just 1 minute, only long enough to sterilize the mixture and prevent spoilage — it calls for balanced proportions of fruit, acid, sugar and pectin. And, of course, the secret of success lies in adding enough fruit pectin in either liquid or crystal form.

While pectin occurs naturally in all fruits, some contain more than others, and the amount varies with the degree of ripeness, being greatest in slightly underripe fruit. When fruits are fully ripe, flavor and color are best, but unfortunately, there are very few fruits which contain enough pectin to form a jel when fully ripe. Before the advent of commercial fruit pectin, a housewife would use a mixture of underripe and ripe fruit or a mixture of a low and a high pectin fruit. Then she would have to boil her jelly or jam 20 to 30 minutes, or until the fruit acid, sugar and pectin were in proper proportion to make the mixture jel. Results depended on complicated tests and the homemaker was never sure if her jam or jelly would set.

Today, the homemaker can make jam or jelly with perfect confidence in the results. She uses fully ripe fruit for best flavor and color, follows tested recipes — adds pectin in either liquid or crystal form and just 15 minutes after her fruit or juice has been prepared, the jam or jelly has been bottled and paraffined and is ready to be put away.

She knows, too, that her jam or jelly will have the delicious natural flavor and color of fully ripe fruit, because the cooking time is so short that very little evaporation takes place. What's more, the modern method is also more economical, because she will get up to 50% more jam or jelly than she would with the long boil method from the same amount of fruit.

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a very large saucepan. Add lemon juice.

To make jam. Add sugar to fruit in saucepan and mix well. Place over high heat, bring to a full rolling boil, and boil hard 1 minute, stirring constantly. Remove from heat and at once stir in liquid fruit pectin. Then stir and skim by turns for 5 minutes to cool slightly, to prevent floating fruit. Ladle quickly into glasses. Paraffin at once. Makes about 10 six-ounce glasses.

More jam and jelly recipes will be published next week.

Sat In Furnace To Keep Cool

A man walked into a blazing furnace, carrying a lump of raw steel. The steel was cooked to a turn, but the man wasn't harmed. On another occasion he sat in a wicker chair while it burned away beneath him. . . .

The furnace temperature reached 1,200 degrees Fahrenheit, but the man, an American engineer, kept cool because he was wearing a new type of aluminum-coated suit designed for rescue work to furnaces, kilns and ovens.

Much lighter to wear than the normal asbestos suit for fire fighting, these suits give far greater freedom of movement in confined spaces. Foundry workers who run the risk of being splashed by molten metal would also find these outfits invaluable.

A Permanent Refrigerator

How about a chicken dinner made from fowl frozen for 10 years?

"Good," is the verdict of a man who ate one.

He is retired Commodore James C. McCoy of Naples Beach, near Jacksonville.

McCoy returned recently from the Antarctic. There he visited the site of the 1914 Antarctic camp he helped set up in 1914. After digging down through about 35 feet of ice, McCoy and his companions found the fat and took out food stored in tin for 18 years.

They dined on chicken, vegetables, bread and butter left over from the expedition of 1914. Loss of some flavor was the only shortcoming, according to McCoy.

His report sheds light on the late Adm. Richard E. Byrd's suggestion that the Antarctic could be used as a storehouse for the enormous supplies of food and surplus wheat and dairy products.

Scientific research at the bottom of the globe may have many other ways in which this vast region can be useful to mankind. —Miami Herald.

Funny Ferry

The Ancient Mariner will be outraged by the ferry "row of the South," which sails between Messina, Sicily and Genoa, Italy.

Not exactly "shipshape" by conventional standards, there are good reasons why the new vessel looks like a cross between a space ship and a seaplane. It has a remarkable turn of speed.

Made largely of aluminum, it consists of a keel on two struts resembling seaplane pontoons. Only the rear of the keel and the propeller touch the water.

There is an unusual international flavor to this vessel. It was designed in Germany, developed in Russia, patented in Switzerland, and built in Sicily at a cost of about \$180,000. The ferry which is claimed to be practically unsinkable, provides accommodation for 72 people, has a cruising speed of 46 miles per hour, and a top speed of approximately 62 miles per hour. Engineers are convinced that larger vessels of the same design can be built to accommodate 400 people and 100 tons of cargo.

AMERICAN VIEWS

On Little Cars

A sign seen recently in the rear window of an American car said, "Help stamp out little cars." If you are one of the "big cars" drivers who looks with scorn or even sympathy on someone purring along in a car a third the size of yours, you should read Mr. Wherry's book. It will give you a new tolerance for these little autos and you may even find yourself buying one. Mr. Wherry took on a big task for himself in writing this book which is an evaluation of 18 foreign economy cars be-

THE SUNDAY SCHOOL LESSON

By Rev. R. Barclay Warren, D.D., S.D.

Brothers Divided Genesis 27: 29-35, 41

Memory Selection: He that loveth not his brother whom he hath seen, how can he love God whom he hath not seen? 1 John 4:20b.

Family troubles cause much of today's unhappiness. We parents do not see our errors soon enough. It is obvious that we cannot raise our children exactly as we were raised. The world about us has changed. We must adjust to the changing scene without sacrificing any of the essential values.

Jacob and Esau were twins. Esau was the older. He was a light-hearted chap who loved to hunt. Jacob was a man of prayer. He knew that the birthright and patriarchal blessing belonged to the older brother. But Jacob coveted it for himself. One day when Esau came in hungry from the hunt Jacob offered him the birthright for a bowl of soup. Esau agreed. Both men were in the wrong; Jacob, because he unnecessarily tempted his brother and Esau, because he so lightly esteemed his birthright.

Later, Jacob in connivance with his mother deceived his father and secured the patriarchal blessing. Esau was bitter about this and planned to kill Jacob as soon as the father died. But again Rebekah in her favoritism of Jacob stepped in and arranged for Jacob to go home to her people.

Jacob was doubtless the better man to father the tribes of Israel. It had been revealed to Rebekah before the birth of the twins that the elder should serve the younger. Prophecy is history written in advance. But it isn't necessary to resort to unworthy tactics to accomplish God's design.

It's far from a perfect world. But let us pattern our lives after Jesus Christ. We need His forgiveness of our sins and His grace moment by moment to live the fight life in a sinful world. His grace is sufficient.

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IT'S 'EYES RIGHT!'

... and all hands on deck for inspection when dancer Helen Wood visits the aircraft carrier Valley Forge, And . . .

... IT'S 'EYES LEFT!'

... as Helen, among by the crew as their "Anchor Girl," poses the flight deck on the arm of Ensign Samuel Weinstein, below.

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CROSSWORD PUZZLE

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ing imported for the American market.

He defines an economy car as one selling for less than \$2,000, thereby eliminating sports cars.

Just about all of the 18 Mr. Wherry subjected to a test over "American roads and viewed them with an eye for what an American wants in an automobile.

He makes a strong case for the size, construction, suspension, and mechanical features of these little cars.

It is necessary for the American driver to reassess what he wants in a car before he can accept an economy vehicle. To aid in doing this, Mr. Wherry quotes from an advertisement for one of these cars:

"Do you often carry six full-sized adults in your car? Do you often carry a baby elephant with you? Do you enjoy paying out lots of money for gasoline? Do you need two more dollars to take your wife shopping? Do you often need to travel faster than 60 miles an hour?"

If the reader answers "no" to three or more of these questions he may be in the market for a small car, it is suggested.

Here are some of Mr. Wherry's comments on the cars he tested: Volkswagen overtook "No, it is not. Neither is it perfect, but it comes as close to being that as any car I have ever driven. It is in short supply. . . . Morris bodies show good workmanship and rival the quality of many costlier cars in this respect."

French Renault 750: "Frankly it is not the smartest appearing car, but it has many other necessary virtues when one considers utility and the purse. . . . The little Renault scores high in economy; it's rugged and finish and over-all workmanship is more than one would normally expect at such a low price."

Swedish Volvo PV444: "The writer has put in well over 1,000 miles driving Volvos, and while the styling does not impress, the comfort and exceptional performance and roadholding do. . . . One can look close to try to find a mislabeled body panel; they don't exist on the Volvo. . . . Mr. Wherry has been a field writer in the automotive world for a number of years and at present is Detroit editor of Motor Trend magazine."

His fascinating book is inclined to make the reader eager to go out and test drive some of the new little cars. But there comes a disappointment for which Mr. Wherry does not adequately prepare the reader. Distributors and service facilities for all but a few of these cars are spotty and uneven in the East and West Coasts. However, this situation is improving as these foreign firms learn more about what is necessary to sell the American market.

Anyone who purchases one of these economical cars must be ready for one thing, as Mr. Wherry puts it: ". . . you may be the recipient of a cease to the body of the car. Joyous welcome when you drive into your gas station because your visits will become far less frequent and your old gas at the pump might forget who you are."

Farmer: "I've just been bitten by a dog."
Doctor: "Was he a rabid dog?"
Farmer: "No sir, just plain old bird dog."

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WRONG SIGN — lying down on the job isn't the approved way of getting ahead. However, there comes a time, such as this warm spring day, when taking a nap seems more important than being one of the "men working."

THE FARM FRONT

by John Russell

THE RIGHT WAY TO PAINT YOUR HOUSE

There is a right and a wrong way to do any job, as any good do-it-yourselfer knows. The right way is usually the easier and more economical in the long run. This is particularly true in painting a house, according to the experts.

They suggest that once the color scheme has been decided upon the next step is to estimate how much paint to buy. To do this, measure the distance in feet around the house and then multiply it by the height to the eave-line. Add extras such as porches, patios, etc. Don't deduct for doors and windows as these can be painted separately. Don't deduct for doors and windows as these can be painted separately. Don't deduct for doors and windows as these can be painted separately.

Divide the total by 550 for the number of gallons needed for each coat. Doors, windows, screens and similar trim usually require 15 per cent of the amount needed to coat the house once.

Next step is to prepare the house. Dust, dirt, cracked and peeling paint can cause a lot of headache later if you don't throw them. Start cleaning at the corner gable so that you don't throw dirt on clean areas. Soap and water will take the dirt off, but only scraping, sanding or burning will take the scaling paint off. When scraping remember to work with the grain so as not to mar the wood.

All knots uncovered by the scraping should be sealed with knot sealer so that any sap left in the wood will not "bleed" through the paint and discolor it.

A first or primer coat is a must for areas that have been scraped. Then all cracks and nail holes should be filled with putty. The primer coat prevents the finish coat from sinking in and causing high and low gloss spots.

For a smooth, even coat, paint should be mixed thoroughly before you start and should be given a stir every now and then throughout the job. First, pour the oil off the top of the can. Mix the pigment thoroughly; pour the oil back and then pour the paint from one can to another. They will usually be a different color from the body of the house and should any paint spill, it color from the body of the house and should any paint spill, it color from the body of the house and should any paint spill, it color from the body of the house.

Begin by painting the gables. They will usually be a different color from the body of the house and should any paint spill, it color from the body of the house and should any paint spill, it color from the body of the house.

Of course, the finished job will look patchy if too heavy a coat of paint is applied, because it will run and wrinkle. Dip the brush in half way, then slap it lightly against the inside of the

can at work off the excess. Don't scrape the brush on the rim of the can.

Paint under the clapboard edges before doing broad flat areas so you won't scrape paint off when the bristles of your brush overlap the edge of the board.