

The Earl of Snowdon Gets a New Job

"Jones the Camera" has a new job.

This is how Wales would receive the announcement that Princess Margaret's husband, the Earl of Snowdon—the former photographer Antony Armstrong-Jones—was going to work on a Sunday newspaper when he returned from his three-week holiday in the West Indies.

Lord Snowdon was to take up his duties Feb. 1, as artistic adviser to a new color section of the Sunday Times.

"This has never happened before to a member of the Royal Family," said Maj. John Griffin, press secretary to Queen Elizabeth, the Queen Mother. He was referring to the fact a member of the inner Royal Family was taking a job on a newspaper.

Queen Elizabeth II's cousin, the Earl of Harrowood, was founder and former editor of the magazine Opera, and other members, like the Marquess of Blandford, served on the boards of certain companies.

Lord Snowdon's first duties would be with the new color section of the Sunday Times, the first issue of which was to be published Feb. 4. He will later be associated in a similar capacity with other publications issued by the Sunday Times Publishing Company.

(London's Sunday Observer passed an editorial cry of protest.)

Snow-Queen Sets

The color section announced by the Sunday Times, a well-known in American journals, represents a new development in England.

It is so novel in fact that it has already run into trouble with the retailers and the newspaper sellers. The latter, however, are extra weight. The former are quibbling over the pay for extra work involved in putting the two publications together, since they come to them from different printing presses.

The format of the Sunday Times will remain unchanged, the color section being added to the present news and magazine sections to make a three-in-one paper.

Folk Stay Away Just Like In Ontario

To hear granite-ribbed New Englanders tell it, the town meetings remain as staunch as Yankee frugality, as sacred as the flag on the Fourth of July. Sacred it may be, among local historians and stary-eyed artists like Norman Rockwell, but it stands in the state of Maine at least in the state of Maine.

Town meetings are poorly attended, manipulated by minorities, unrepresentative to the community, and cumbersome to the point of rendering town government "unresponsive," reports a Bowdoin College study released recently. Analyzing the town-manager system, the Maine college's bureau for research in the "farcical nature of the town meetings is accentuated in the towns with over 5,000 population. A sampling of their town meetings revealed that only one-fifth of the voters showed up.

Modern complexities in local government, of course, have forced many a Maine community—even though annual town meetings are still convened—to either elected officials or appointed town managers. This evolution is inevitable. But the likes of Daniel Webster would no doubt grieve at what time has wrought.

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test over the decision of Princess Margaret's husband, Lord Snowdon, to join the staff of the Sunday Times.

The Observer was quoted by the Associated Press as criticizing Buckingham Palace for allowing him to take the job, contending his name will unfairly boost the advertising revenue of the Times.

(Both the Observer and the Sunday Times are in competition for Britain's "quality" Sunday readers. The Times, owned by Roy Thomson, Canadian newspaper magnate, is running ahead with a circulation of over 1,000,000 in comparison with 725,000 for the Observer.)

For the color section he will prepare special picture features. He may even take photographs himself, which will raise the question of whether he should join a union, says the British Knowles in the Christian Science Monitor.

Lord Snowdon gave up his job as a professional photographer when as Antony Armstrong-Jones, according to the editor of Debut, he became the first commoner to marry into the British Royal Family in 47 years. He has since taken an unpaid job as artistic design consultant to the Council, a state-sponsored organization to promote good design in British industry and manufacture.

The new appointment carries a salary. The amount has not been officially announced, though Fleet Street is busy gossipping on the figure. Lord Snowdon will not be expected to keep office hours, and his duties will not interfere with official engagements.

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False Hair-Wigs Are Back Again

A fashion wave that started 100 years ago lapped against the White House floor last year when Jacqueline Kennedy tried a hairdo using some of somebody else's hair. The First Lady, body and soul, then fell to the level of the switchee, is fashionable again.

The trend began as a fad three years ago when a Paris designer put wigs on his models. This started a rash of "party wigs" in pastel synthetic fibers. Then came a boom in wigs of real hair, firmly anchored and undetectable. Trade sources say 250,000 to 500,000 women now own such wigs, and this doesn't include 2 million American men and women for whom wigs are a necessity.

As with any fashion, the reason behind the revival is a bit vague. Most owners argue that wigs are convenient. One Los Angeles socialite said "Now I can swim and not have to worry about my hair. I can just clip the old wig on and nobody knows the difference." The wife of an upper-bracket executive said: "It's financially worthwhile. With that 'bubble' thing we have to wear these days, you have to wash the beauty parlor twice a week."

Whatever the reason, the nation's wigwears are delighted. "It's getting to be a question of social status now, like mink coats," said Max Miller, president of New York's Joseph Furber & Co. "The company, a 30-year-old producer, importer, wholesaler, and retailer, is turning out several hundred wigs a week, expanding staff and advertising. Miller says the percentage of "problem" wigs (for the hairless) has fallen from 70 to 50 in the past eighteen months. One reason: "We're calling them wig now, not hair. It's a year ago you could never do that. It was always 'hairpiece' or 'transformation'."

Louis Feder, another New York wigmaker, says his volume in the last six months doubled sales a year earlier, but the proportion of "problem" business has stayed the same. "With all the publicity, the same women who have a problem are deciding it's impossible to wear wigs."

Wig prices range from \$15 to \$750, the cheaper models made of synthetic fibers, mohair, yak hair. Makers of "high-fashion" wigs say that each one works about a week and a half, and that each woman has about 100 on hand. The best hair for wigs is imported from Italy, where women so plicably achieve the desired hair colors and texture. For expensive wigs are dyed, instead, makers blend strands of natural colors.

The results are gratifying from haunts of the haute couture to neighborhood department stores and suburban hairdressers. "It's a great convenience," says Fleischer's Miller. "You can drop the wig off to be cleaned and set, and go shopping. Then if your husband calls and you're 'Come into town for me' you just put on the wig and go."

Modern Etiquette by Anne Adams

Q. When a woman is wearing a corsage pinned to her waist when entering a restaurant, who does she do with it at the table? A. She may transfer it to her dress.

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by Anne Adams

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Supersonic Speed To Do What?

The X15, the United States' fastest rocket plane, swept out the sky at the unbelievable speed of 4,070 miles an hour in another test of the research craft at all-out throttle.

While the rocket plane is an edge-of-space vehicle, it is still a plane rather than a rocket so that while the speed isn't as fast as the missiles and space vehicles it is certainly the fastest aircraft in the world.

That type of speed would Washington in three minutes or from New York to Los Angeles in just over half-an-hour.

The engineers do not plan to push the speed of the X15 any further, but the next test is an altitude approach with a hoped-for height of 250,000 feet or nearly 50 miles high. Eventually, the designers believe, the X15 may go as high as 100 miles or into the edge of space and back.

In the test the left wing-shield of the plane shattered as pilot Bob White was bringing the craft in for a landing. At the time of the shattering, the plane was going about 1,500 m.p.h. at about 70,000 feet.

In discussing the incident, White said "The shattering was probably due to thermal-expansion and contraction of the windshield frame. Modification will be necessary. The outside air pressure was probably 50 degrees below zero Fahrenheit and air friction heats the ship's skin to 1,000 degrees or more."

You cannot compare the test version of the X15, an experimental aircraft, with conventional jet planes, yet it does appear to be the forerunner of vast new achievements in aviation transportation.

At the moment there don't seem to be any good reasons to spend more money to make planes fly faster, but the successful operations of the X15 will undoubtedly lead to new advances in air transportation.

Already you can fly from coast to coast in about five hours in a commercial jet airliner, but in the years ahead such times will be considered slow and the speed crafts will be crossing the country in times now reserved for the fastest military aircraft.

Actually, it is somewhat difficult to comprehend any first-rate reason for commercial planes to fly faster than they do today, considering the waste time from airports to destinations.

However, man has been in a hurry throughout civilization and there is no reason to believe that he will be content to slow down in the years ahead. Perhaps, instead he will seek to surpass the speed of the X15.

We are living in an era where time is exceedingly valuable. It is rated in terms of man hours of production or manufacturing capability or just as the thing to do.

It really doesn't make much difference whether you are driving in an automobile or attempting to build a house or read a book, there is a compelling urge to do it faster.

Such a hectic pace has not only created a lot of waste, but it also seems to have warped our judgment in many fields.

The pressure of speed of course, must be better related to men's activities in all segments of society. It is one thing to have an experimental plane flying at 4,000 m.p.h. or an electronic computer solving a mathematical problem in seconds compared to days of individual efforts, but to think that we must move faster and do everything quicker is a horrible misconception.

There is some pretty good evidence that many of our mental health problems are complicated by this strange sense of rushing to get nowhere or to do nothing. We might be far better off to spend more time in contemplation and less time in action.

It may be a superficial corollary to relate the flight of an extraordinary experimental plane to the antics of man, but it seems rather pertinent as an example of the times.

Most we expedite everything because we are able to achieve so much? We don't think so. Certainly there is a place for faster action and greater speed in our modes of transportation. But we should somehow attempt to regulate what should be done fast and what can be done moderately.

Rather than trying to keep pace with the X15, we would be much better off if we could make better use of our time, an accomplishment much easier achieved by thought than haste.—Santa Cruz (Calif.) Sentinel.

DRIVE CAREFULLY — The life you save may be your own.

Winston's Nephew Spins Fine Yarn

It is no mean feat for a writer to keep attention on himself when the other leading character in his book is Sir Winston Churchill. This trick is performed by Sir Winston's nephew John Spencer Churchill, 52. His autobiography, "A Churchill in Casals" is full of Uncle Winston, but also manages to beguile the reader with J.S.'s own complete set of high spirits and eccentricities.

The son of Uncle Winston's military brother, Major "Jack" Churchill, the bald and breezy J.S. often stayed as a child at Blenheim, the gigantic Marlborough family palace, where Uncle Winston was born. Here J.S. was particularly impressed by a huge stuffed lion, in the great hall, which gave vent to a roar upon the pulling of a cord attached to its navel. At Harrow, J.S. was chiefly notable as an acrobat, and at Oxford he belonged to a dining club which made a specialty of luxurious railway joy rides.

He enjoyed his early social life with a terrifying practical joke: His acrobatic skill allowed him to plunge suddenly over high balustrades (hanging on, however, while the air still echoed with shrieks). In trailing his first love through Europe, he developed the use of a false moustache as a disguise, against her charge of a moustache which he had found similar value in a false beard.

From his youth, J.S. was musical and artistic, and became a mural painter with, confessedly, no personal style but much traditional manner. He has had four wives, all beauties in their photographs, and each representing a markedly different experience (one, for instance, left him for a French count, and another stressed religious piety).

He writes about them all pungently and sympathetically. It seems somehow characteristic of J.S.'s whole career that when he left Spain during the Civil War, the boat bore evidence of the South American white-slave traffic, in the form of a cage for the girls. Further, when he applied for a British passport, he was charged with carrying a cache of arms for the anti-fascist cause.

He is the first officer he encountered were all dead. Utilizing his own wit and his own wit, he engaged in a brave and vivid frontline service during the fall of France. He mentions the drawing of the Dunkirk evacuation—"probably the only evasive-ones" by an artist who was on the scene.

Uncle Winston was obviously proud of him. J.S. states frankly that the Churchill-Cliffes has always regarded him and his old playmate, Uncle Winston's son Randolph, as "children." If J.S. deserves the term, he is certainly a mischievous youngster who has added color and high jinks to a plain album.

Police Recruits Wanted

MINIMUM QUALIFICATIONS: AGE—21 TO 35; HEIGHT—5'6" TO 6'0"; WEIGHT—140 LBS.; EDUCATION—GRADE 10.

Excellent working conditions, progressive opportunities and fringe benefits.

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How Can I?

Q. How can I rehabilitate leather shoes that have been out of service for a long time, or dried out after a thorough wetting? A. Rub the surface of the leather with half a raw potato before polishing the shoes. This will help them take a good "gloss."

Q. Do you have any tip on how to avoid so much spillage when carrying freshly-filled ice-cube trays from the sink to the refrigerator? A. Try placing an empty glass upside down on the centre of the tray. Don't ask me WHY this works so beautifully — it just does!

Q. What can I do if my ball-point pen begins skipping and seems to have run out of ink sooner than it should? A. Try heating it by holding the point for a minute against a lighted electric light bulb. This has the effect of softening the ink which may have hardened inside. Be careful about this process, however, since too much heat might soften the plastic case of your pen.

Q. What can I do about some of my silverware which eggs have darkened? A. These dark egg stains can be removed with some moist salt. Finish by washing in ammonia water.

NET GAIN — Nancy Hunter tries hard to get out of the mire she has got herself into. She is a model at a Sports and Boat Show.

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DRIVE CAREFULLY — The life you save may be your own.

SPORTSMEN'S SHOW TO WEAR NEW LOOK

Novel features, attractions and entertainment combined with a revised and revamped floor plan and extensive exhibits of the newest and best for recreation, travel and camping will give the 1962 Canadian National Sportsmen's Show, to be held in Toronto from March 9 to 11, a "new look" and the prospect of being the best in its history.

Keeping abreast of the tremendous growth and interest in camping, the spacious west wing of the Coliseum will house an extensive camping and camping equipment display during the eight days of the 15th annual Sportsmen's Show. In addition, there will be a novel and interesting outdoor cooking highlight and camp chef contest. Prominent personalities of the outdoor world and of press, radio and television will demonstrate ways and means of cooking their favourite outdoor dish. These delicacies will include racoon rarebits, duckbacks, mooseburgers, flapjacks, mock turtle soup and rabbit stew.

Other features of the 1962 Sportsmen's Show will include: boat and marine show, an international Motor Show, a "cottage court", a wildlife exhibit, a travel show, three dog shows and indoor retriever field trials. In addition, there will be bowling competitions and championships, a sports demonstration area, a demonstration casting pool and numerous other attractions.

The boat and marine show will have an extensive display of beautiful cruisers, sleek sedans and runabouts, sailboats, rowing boats and canoes, inboard and outboard engines and the most modern boating equipment and accessories.

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EUROPE IN SPRING Go Cunard!

Early Spring Sailings from Montreal and Quebec

IVERNIA APRIL 13th HAVRE, SOUTHAMPTON
SAXONIA APRIL 20th HAVRE, SOUTHAMPTON
CARINTHIA* APRIL 27 GREENOCK, LIVERPOOL
IVERNIA MAY 4 COBEN, HAVRE, SOUTHAMPTON

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*From Quebec the following day.
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