

## Decorating tricks you should know!



New "AWNING" Pattern on shelves

To make your kitchen colorful, pleasanter to work in, inviting to all: Sparkle up the "blank white kitchen look" by using gay Royledge Shelving in bright colors on cupboard, closet and open shelves (use left-over scraps for curtain tie-backs). In dark kitchen, paint walls in light, sunny colors like golden yellow, azure blue . . . decorate shelves with sprightly Royledge designs in matching deep yellows and rich blues, or get sparkling contrast with merry reds and greens.

See gorgeous new Royledge patterns at 5-and-10's, neighborhood hardware, dept. stores. Nothing compares with Royledge—it's shelf lining paper and edging all in one—colorful and durable!



9 feet 7¢

## "Soaping" dulls hair—Halo glorifies it!



Yes, even finest soaps and soap shampoos hide the natural lustre of your hair with dulling soap film



• Halo contains no soap. Made with a new patented ingredient it cannot leave dulling soap film. • Halo reveals the true natural beauty of your hair the very first time you use it, leaves it shimmering with glorious highlights. • Needs no lemon or vinegar after-rinse. Halo rinses away, quickly and completely! • Makes oceans of rich, fragrant lather, even in hardest water. Leaves hair sweet, clean, naturally radiant! • Carries away unsightly loose dandruff like magic! • Lets hair dry soft and manageable, easy to curl! • Buy Halo at any drug or cosmetic counter.

Reveals the Hidden Beauty of Your Hair!

## "AND THEY HANGED CAPTAIN KIDD!"

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DIRECT ORDERS OTHERWISE YOU WILL TAKE ALL THE BLAME STOP THEY HOPE YOU WILL DO THEIR DIRTY WORK AND LEAVE THEIR SHIRTTAILS CLEAN STOP KINDLY ADVISE US OF YOUR ANSWER.

Petersen to Holmgren: YOUR KIND MESSAGE RECEIVED STOP I AGAIN ASK YOU TO CAST OFF.

Holmgren to Petersen: VERY SORRY UNABLE COMPLY STOP THE LIFE OF YOUR CREW IS IN JEOPARDY STOP DRASTIC ACTION . . . CONSCIENCE . . . (And so forth.)

A few minutes later Captain Petersen of the *Marie Maersk* cut the towline. The *Eastern Glen* kept on in the direction of Boston, the crippled tanker dropped far astern. The fair weather held and several days later a tug showed up and took the tanker in tow. The battle of the radiograms had ended.

### Another Battle Starts

BUT the battle in Admiralty Court was just beginning. Proctors for the *Eastern Glen* went to work. ("Proctor" is the Admiralty term for lawyers.) Salvage was claimed. The case was decided by Judge John C. Knox in the U. S. District Court.

Said the judge: "The minds of the parties involved never met upon several essentials necessary to a binding agreement. But the tanker *Marie Maersk* was in great distress when the *Eastern Glen* came to the rescue. The service rendered by the *Eastern Glen* was meritorious." And in the judge's opinion this salvage service was worth \$7,533. His Honor then penalized the *Eastern Glen* \$533 for not casting off when requested. Everything considered, Captain Holmgren had wasted neither his time nor his breath.

### Not Many Prizes

SALVAGE is a romantic and mysterious word on the water front. It is a whispered word as far as treasure on sunken ships is concerned. To salvors, most of the ships sunk during the war carried uninteresting cargo—food, fuel and arms, not gold. Many ships sank in waters too deep for divers. This leaves a very small number of accessible prizes in this treasure hunt, and salvors don't like to give away clues.

Some years ago, two salvage expeditions clashed over a sunken ship with gold in its strong room at the bottom of the North Sea. The first expedition located the hulk after a long search and dropped divers. The divers groped through sea grass, brushed past slithering fish and cut into the side of the ship.

While this slow and dangerous work was going on, another salvage crew showed up on a ship appropriately named *Semper Paratus* (always ready). Without so much as a by-your-leave, the opportunists aboard the *Semper*



THIS WEEK'S cover is one of the most famous paintings of Winslow Homer, "Eight Bells," done in 1886. According to Biographer Lloyd Goodrich, Homer got the

inspiration for it while painting an entirely different picture in the cabin of a sloop moored on the Maine shore. He suddenly told the sloop's owner, "I'm not going to do any more on this. . . You can have it if you want it." Then

he rushed away to his studio and started work on "Eight Bells," one of the classics of the sea. It hangs today in the Addison Gallery of American Art, Phillips Academy, Andover, Mass.

*Paratus* proceeded to muscle in on the painstaking work already done by the original salvors. A fight ensued. Calloused fists cracked against bearded jaws. Eventually the fight landed in Admiralty Court where it was decided that the original salvors had established possession of the hulk.

When a ship is in distress and the captain cries, "All hands to pumps!" a frightened passenger would rarely think of salvage. But aboard the *Great Eastern*, one of the first and most famous of steamships, a passenger did just that. Steaming across the North Atlantic in 1864, the *Great Eastern* broke her steering apparatus and wallowed helplessly in heavy seas.

### A Yankee to the Rescue

TO THE rescue came an American passenger named Powle. Wasting no time, he rigged up a new steering device which saved the ship from the sea. Passengers and crew rushed to shake his hand—Powle was the hero of the hour. But he was more than that. He was a shrewd Yankee who, on disembarking in New York, hurried to a proctor, sued the owners and collected \$15,000 salvage!

In old England a royal decree awarded all salvage to the King. The King later reduced his claims considerably, retained his sovereign right to two strange items: stranded whales and sturgeons.

This odd provision of Admiralty Law has even come into play in American history.

Many years ago a wandering whale swam up the Columbia

River in Oregon and trapped itself in shallow water. A crowd gathered. One man produced a rifle, shot and killed the mammal, organized the dissection and profited from the proceeds. Much to his amazement, the State of Oregon brought suit against him, basing its plea on the State's sovereign rights over whales and sturgeons. Furthermore, the state won.

Death on the high seas means work for proctors, but it does not inevitably result in large payments to relatives of victims. In 1893, Congress passed a law called the Harter Act under which ship-owners could not be sued for errors of the master and crew if proper care had been taken to make the ship seaworthy. The Harter Act was in force when the *Titanic* collided with an iceberg in 1912 and sank with a loss of 1,517 lives.

Under the Harter Act, the *Titanic* was "seaworthy" and its owners were not responsible for the collision with the iceberg. Proctors for the relatives of drowned passengers sued in vain. Nor did the victims' families fare much better in the case of the *Morro Castle*, which became a charred morgue off the New Jersey coast in 1934. It was after this tragedy that the law was amended in favor of potential victims.

### The Law Is Changed

UNDER the amendment, claims could be pressed for as much as \$60 per gross ton. For example, if a passenger lost his life in a disaster at sea aboard a 5,000-ton ship, a proctor for the victim's family could sue the shipowner for 60 times 5,000 or \$300,000.

The American skipper recently accused the Dutch of piracy was harking back to the days when pirates of the China Barbary coasts got away, literally, with murder. If they were apprehended, a letter of marque came in handy. Under Admiralty Law, a letter of marque gives the master of a ship authority to command a privateer—in other words, to engage in legalized piracy against enemy vessels in wartime.

For example, King William III of England gave a letter of marque to Captain Kidd. The letter was

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"This is her—she—her—me—I mean this is Mildred"