

KURA PARK MAS SHOWING ER AND BETTER

varieties of flowers planted at Pukek at present in for the usual Christmas, which New Plymouth's attractions.

flowering now, although brighten the scene with varieties such as marigolds the green of the trees bush makes the park an ideal resort.

ery the begonias are better, a sample of what can be at its best. A large holds pride of place now the last of the chrysanthemums touch of brilliant colour, nulas and double lobelia, raged around the house, ily pleasing sight.

ferneries, the roofs were green, and the difference ble. Each variety of fern own up more vividly. The nd other dainty ferns are ractive.

book has not yet been e fernery, because of the emarks entered in it re- n were mainly responsible tendant stated, but there : of adults making entries e erased. It was hoped ae holidays when visitors their appreciation of the : could be restored to its without further trouble.

e this morning drew an er of sightseers to the the vanguard of the hold- nd the park, with a calm : a changing cloud and e, looked particularly well.

ready now for Christmas bonfire, asters, canna is, cleome (spider flower), dosia. Brooklands is also id. The warmth, refresh- absence of wind have es into great heart, while enerally are improving.

been made for the flower- ost varieties being planted st until after Easter, the ndent, Mr. T. Horton, said

ing in debate on the Es- arliament last week Mr. ed the Minister of Rail- i. R. Semple, whether this nded for the improvement g yards and goods sheds. stated that the money was ted for those purposes. e made by Mr. Aderman ement in the approach to outh station from Egmont derman stressed the need etter provision for pedes- n also asked that consid- to the raising of the level m at Fitzroy and the im- goods shed facilities at ointed out that the goods ra was small for a station the amount of goods that promised that these met

LONG QUEUES BOXING DAY TRAINS PROSPECTIVE TRAVELLERS

Long queues of people wanting to travel on Boxing Day were handed at the New Plymouth railway station from early this morning.

With bookings able to be made a month ahead, to-day was the first time Boxing Day bookings could be made, and there was a line of patient prospective travellers waiting at the New Plymouth ticket-box before 8 o'clock.

According to railway officials, large numbers of people will be spending Christmas Day at home this year and the rush on trains will begin on Boxing Day. The heaviest pre-Christmas bookings are for the New Plymouth-Auckland express on Friday, December 21, but there are still second-class seats available. Because Christmas Day falls on a Tuesday this year large numbers of workers will begin their holidays on this date. Secondary school pupils will be home-bound on the preceding Friday. Because there are so many of them travelling, the booking office sets aside a certain number of carriages for their use.

THE REAL RUSH.
"We're expecting the real rush in the first and second weeks of next month," said an official. "By that time most people have decided when they will be travelling and try to secure the seats that are left."

Beginning on December 17, express trains between Wellington, Wanganui and New Plymouth will run daily, instead of tri-weekly as at present. The coal-saving time-table will be reverted to after January 12. There will be 43 extra express trains on the Wellington-Wanganui-New Plymouth route during this period to cope with the expected heavy holiday traffic. Passengers travelling between Wellington, Wanganui and New Plymouth will have a daily express service. On Saturday, December 22, the 10.28 a.m. train from Wellington will run to New Plymouth and on the same day a special train will leave New Plymouth at 1.45 p.m. for Wanganui, observing the same schedule as the "Flyer."

For the benefit of people working on Christmas Eve, night trains have been arranged between Wellington, Wanganui and New Plymouth. One special will leave New Plymouth at 10.30 p.m. for Wellington and another will leave Wellington at 11.20 p.m. for New Plymouth. Those people going to Auckland will be catered for by expresses which will run three times a week to and from that centre between December 17 and January 7. A special will leave New Plymouth for Auckland at 7.8 p.m. on December 22 and another will leave at 7.50 p.m. on December 21.

BUS TRAFFIC.
Bus traffic is also expected to be heavy. The railway road passenger service received advice in New Plymouth this morning that from December 1 passengers will be able to book a month ahead instead of the present fortnight. This relaxation has been made to cope with the Christmas rush.

From the number of inquiries made, the New Plymouth-Auckland buses will be carrying full loads of passengers over Christmas and the New Year. Christmas bookings have not yet been opened. When the transport licensing authority sits in New Plymouth on Wednesday, he will consider an application for the restoration of the pre-war New Plymouth-Hamilton bus service. If this is granted, buses will run six days a week and will be able to cope with the overflow from the daily New Plymouth-Auckland service. There will be no restrictions on bookings for the Hamilton service.

RUMOUR DENIED
A rumour that dairy factory workers would strike if farmers and dairy factories withdrew their accounts from the Bank of New Zealand was emphatically denied by the secretary of the Taranaki branch of the New Zealand Dairy Factory Workers' Union, Mr. J. Ross, Hawera. He described the suggestion as mere "silly talk."
The rumour was not known to him, said Mr. Ross, and could only be considered as nonsense. He was not aware of any action that was being taken as a reprisal for the withdrawal of accounts from the bank, and he said he was sure that no strike was anticipated.

FIRST DAIRY FACTORY EARLY TARANAKI LINK DEATH OF MR. A. BRAKE

Credited with starting the first dairy factory in Taranaki, Mr. Alfred Brake died in New Plymouth on Saturday at the age of 88.

The factory was a proprietary cheese concern at Lepperton, established in 1882. Mr. Brake had a remarkably inventive mind, and he was extremely active even at his advanced age. Among other things, he was an organ builder. He had many minor inventions to his credit, including a butter cooler, which he devised when he was over 80 years of age.

But it is the link with early Taranaki dairying by which Mr. Brake will be best remembered. The initial factory was situated on the side of the road opposite to the present factory and close to the bridge over the Walongona River. Which district had the first dairy factory in Taranaki was a question recently keenly debated by two New Plymouth businessmen connected with the dairy industry. The question was not settled at the time, though the issue lay between Waitara and Lepperton, but inquiries made gave the honour to Lepperton.

Mr. Brake's referred to in an article in the Taranaki Herald on April 7, 1882, from the local correspondent which says: "The Manutahi Cheese Factory is now an established fact. Mr. Brake has overcome all the little difficulties incidental to the establishment of a new manufactory and feels every confidence in the ultimate result. This is highly satisfactory, both to himself and the district, in fact the district will gain immensely by Mr. Brake's success."

"For years Taranaki has been inundated by Canterbury cheese; every shop counter has a display—the local article is nowhere. Taranaki is out in the cold. Although one of the local makers took a prize for first class cheese down south, he had the mortification to see his own cheese displayed on the counter as the real genuine imported article."

TARANAKI ADVANTAGES.
The correspondent's report continues by saying that Mr. Brake belonged to a family that had established the name of Canterbury as a great cheese making district, by gaining top places in the annual show awards and prizes. "He believes, judging from his experience so far, that both the pasture and the climate is better in Taranaki than in Canterbury; it therefore follows that success is certain and we may expect before another year passes to see cheese from the Manutahi manufactory take first place on the counters of our stores."

A description of the working of the factory, the equipment and how the cheese is made, follows: "The more I see of the manufactory," the correspondent says, "the more I am convinced that it is a mistake for farmers to go into cheese-making on their own account. Division of labour is more economical in this than in many other manufactories. If any farmer is successful, and likes the business, let him adopt Mr. Brake's plan and agree with his neighbours, purchase their milk and extend his business."

It was shortly after Mr. Brake's factory opened that Mr. Thomas Bayly opened his factory at Kelly Road. The Waitara-Taranaki company possesses a photo taken of the Bayly factory in 1884. The cheese factory at Lepperton did not last very long, according to Mr. W. Hall, of Lepperton, and it was in 1892 that the present co-operative company, believed to be the first of its kind in New Zealand was formed and a factory was erected almost on the site of the present building. The Kelly Road factory was purchased from Mr. Bayly by the Crown Dairy Company about 1892 and later was bought by the present Waitara-Taranaki co-operative company.

Mr. Brake only a few months ago in an interview said he thought the first dairy factory in New Zealand was the Edendale factory in Southland. The Ashburton factory opened soon afterwards.

PERSONAL

SECOND THOUGHTS

by "Simple Simon"
Notso wants to know if the counting-out of the Minister of Agriculture at the Stratford Show means that the letters A and P stand for Association of Pugilists.

Overheard yesterday on a bowling green:
Skip A (in pairs game): Is that bowl jack high or jack low?
Skip B: It's Jack Johnston's.

—A Casualty.
Did you hear of the Lieutenant-colonel Whose temper was something infernal? He roared day and night. Till the troops all took fright, And he trooped something intolnel.

—The New Chum.
"How do you think I'm shaping, caddie?" asked the going novice after hitting the ball a few yards in a lot of strokes.
"Well, you're hitting it all right, but not in the direction of the hole."
"Hole? What hole?"

—Those Swim Suits.
To bare or not to bare, That is the question. Whether 'tis nobler in the flesh to suffer The indifferent stare of passers-by By wearing the dull but ample swim suit Or whether to cause a sensation And don a couple of French wisps (That defy the law of gravity), While hoping that the breeze Will be no more than a gentle whisper.

—A Cutting Reply.
"Really, Bill, your argument with your wife last night was most amusing."
"Wasn't it! And when she threw the axe at me I thought I'd split."

—Copy-Cats.
Two sisters in Los Angeles, who were born on the same day of the year and married on the same day, are now in the same hospital—each with a baby girl born on the same day.

—What's In a Name.
Rector: Well, George, have you decided on your baby's name yet?
George: Yes, zur—Regina.
Rector: That's an uncommon name. Whatever made you choose it?
George: Well, zur, it wuz the second name of Queen Victoria.

—Cure and Kill.
"Well, Mrs. Johnson," a coloured physician announced after taking her husband's temperature, "Ah has knocked the fever out of him."
"Sho' nuff," was the excited reply.
"Am he gwine t' get well den?"
"No'm," answered the doctor. "Day is no hope for him, but yo' has de satisfaction of knowin' he died cured."

—Point of View.
Sir Oswald Mosley has been charged with causing unnecessary suffering to pigs. Six died and 95 were emaciated and filthy.
Fascism, like murder, will out. Oswald, bart., and Kramer the lout, Masters of the Belsen theory, Whose methods form a strange combine: One destroys humans, the other swine.

—Useful.
"Bring me a steak a whisky and a dog."
"What do you want the dog for?"
"To eat up the steak."

—Aviation Note.
Mayor La Guardia, after signing leases for New York City's Idlewild Airport, "I take this opportunity to announce to the entire world that we have the best damn airport in the whole world."

—Strange Place-Names.
There are many counties in England with strange place-names, such as Long Drayton, and

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