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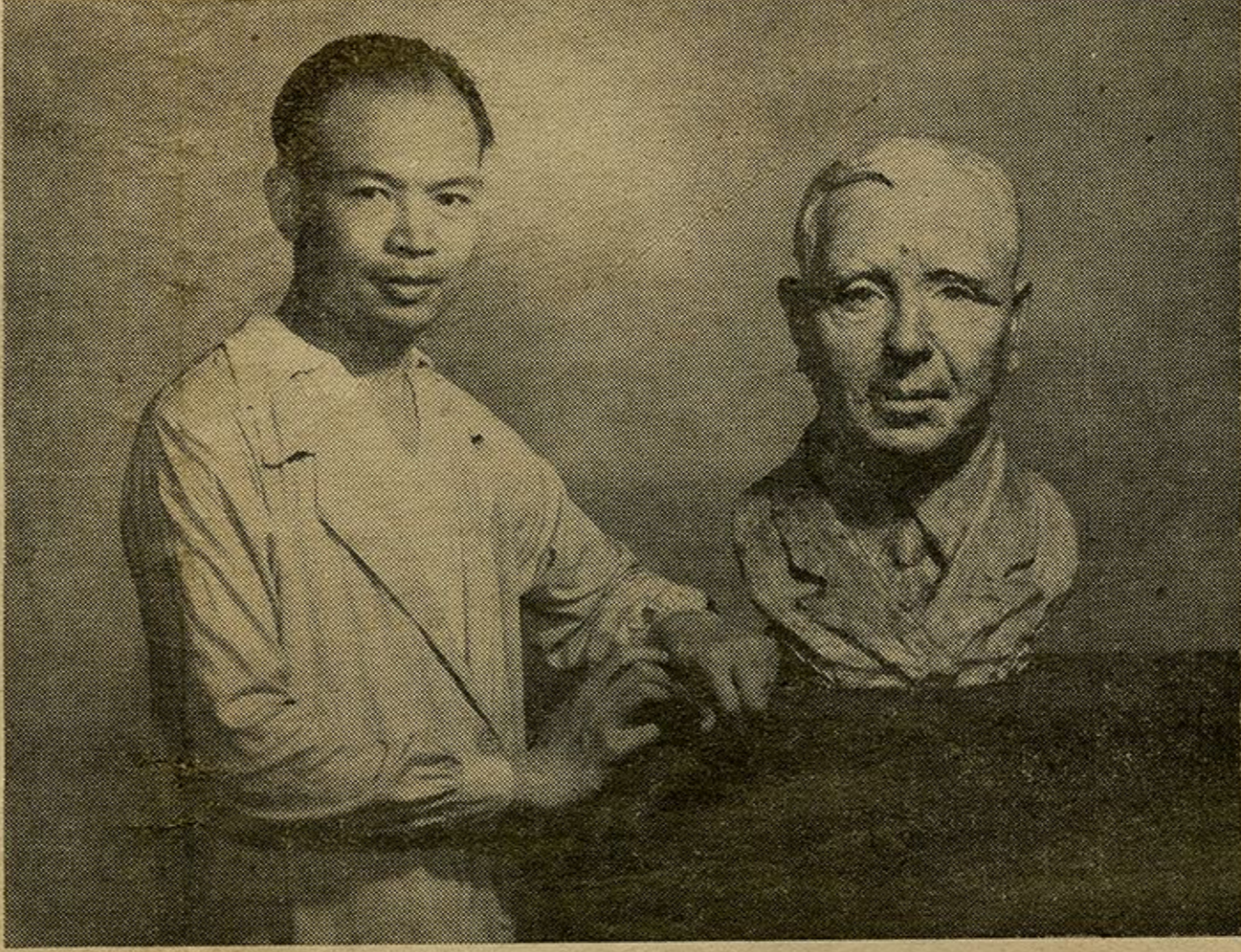


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Sculptor's Quest For Truth

Goon Chan Discusses Hardest Of All Arts

By Alec Greaves



Mr Chan with one of the best examples of his work, the clay bust of His Excellency the Governor of Hongkong.

"Beauty is truth, truth beauty," wrote John Keats. Goon Chan, young Chinese sculptor who is fast becoming known for his work, has taken the immortal words as his motto. He understands their deep significance, with an artist's gift of perception. And with a true artist's insight he exclaims, "If you have found truth, then you have found happiness!"

Although he has been sculpting steadily for many years, and has taught a number of students in his time, he has found the path to success proverbially full of pitfalls. He has always gained notice, but only comparatively recently did he begin to secure real, appreciable reward for his years of patient toil and steadfast devotion to his art. He has at last come into his own.

Art circles are following his career with encouraging interest. He has been commissioned to model a bust of the Governor of Hongkong, Sir Geoffrey Northcote, a bronze cast of which will adorn the Northcote Science College of the Hongkong University. Now he is hard at work on the model of a statue of Generalissimo Chiang Kai-shek, to be entered in a competition sponsored by the authorities of Shikwan, Kwangtung's war-time capital.

Studied 12 Years

Born in America, Goon Chan—of Chan Sik-kwan, to give him his full name in the Cantonese rendering—studied art at the Boston Museum of Fine Arts. He devoted seven years to drawing and painting before he turned to sculpture, and in this department he studied for no less than a further five years. Twelve years is a long time to be spent in apprenticeship, but as Chan says, in art time is not a factor to be taken into consideration. There is always something more to learn.

At the Boston Museum he won eight scholarships. When he graduated, he went to France and studied under Burdelle, noted pupil of the great Auguste Rodin. Then to Italy, to the Florence Academy.

Returning to China in 1931, he taught in the Canton Art School, and the art department of the Sun Yat-sen University. He liked Canton, and speaks of his days there with sympathetic recollection. There he worked, experimented and taught, making many friends. But then the war came, and like thousands of others he had to evacuate when the Japanese occupied the city. His studio and a number of his works were destroyed.

Immediate Notice

Goon Chan came to Hongkong, where he practically began anew to build up his reputation. Hongkong has been criticised for its lack of cultural appreciation, but that intelligent discernment is far more widespread than is generally believed as borne out by the immediate notice taken of Goon Chan following his first show here.

He had few works to exhibit when the Hongkong Art Club's annual show rolled around in 1938, but the small number of pieces he sent aroused considerable attention. He also exhibited a few paintings, and one of these, a still life, "Peonies," took the most votes.

Commissions came in, and the number of people who bought his pictures or wanted busts of themselves continued to grow. He made busts or plaques of Lieut-General F. Lindemann, former military adviser to the Chinese Government, the Hon.



Bronze bust of the Hon. Sir Robert Kotewall modelled by Mr Chan.

His ideas are sound, and he knows what he is talking about. His opinions are formed of much experiment and inquiry. How else was he to teach to his pupils?

He acknowledges that sculpture is difficult for most people to understand.

"People want sculpture for monuments, but seldom does anyone think of having a good piece of sculpture for pure enjoyment, for its intrinsic aesthetic worth."

TURKISH PRESS RECONSIDERS ROOSEVELT TALK

ANKARA, May 30 (Reuter).—The latest Turkish press comment reveals less disappointment with President Roosevelt's speech than did last night's.

This is doubtless due to mature consideration.

The newspaper, "Tan," says that Mr Roosevelt has taken another step forward on the road leading to war. The "Veteran" comments: "The speech represents United States determination to take a more active role."

New Powers

"Ulus" expresses the opinion that Mr Roosevelt's new powers will result in increased production of war materials and enable him to overcome the efforts of certain defeatist isolationists.

It adds: "The situation remains the same as yesterday, but the authority of the President, which represents United States resolution, has emerged stronger. The threats of German and Japanese admirals have made no difference to Mr Roosevelt."

An exhibition of Chinese pictures by Prof. Chao Hao-kung, Mr Lo Chan-huan and Mr Huang Po-yeh, will be held in the Hotel Cecil, 3rd floor, from May 31 to June 2 daily from 10 a.m. to 8 p.m.

The exhibition is open to the public and no admission will be charged.

Vivid Eye-Witness Description

FROM PAGE ONE

casualties aboard the Bismarck were very severe.

Among the hits received by the Bismarck were some from the Prince of Wales, which herself suffered slight damage.

Casualties aboard the Prince of Wales, however, were very small. The hits she scored are considered in naval circles to have played some part in the final destruction of Hitler's greatest warship since they slowed her down by two or three knots and enabled the shadowing cruisers, Norfolk and Suffolk, more easily to keep up with her.

The shadowing work of the Norfolk and Suffolk also greatly contributed to the British success. The team work shown by these two cruisers in the tricky conditions of varying visibility is described by naval experts as a masterly performance.

Final Stages

The last half-hour of the Bismarck is described by officers of the ships which followed the chase to the final stage.

"The enemy made no action to surrender. We closed to 4,000 yards firing our guns and torpedoes. One torpedo scored a hit amidships.

"The cruiser Norfolk was also firing with guns and torpedoes, and the battleship King George V with guns. The position of the enemy was unenviable."

"The British warships closed in raining shells on the doomed ship.

"After this pounding had continued for some time, the cruiser Donegal, which had closed in to about two miles, asked permission to fire torpedoes.

The Sinking

"Three torpedoes struck the Bismarck, the first below the bridge, being followed by a sharp explosion. The extraordinary scene which followed was described by another officer. "Suddenly all over the hull we could see a number of black dots—hundreds of them, it seemed—they were human beings making a last effort to avoid death. As the vessel heeled over further, the dots crawled along the hull anywhere out of reach of the water.

"The vessel took the plunge and sank stern foremost, while dots were for a time seen on the face of the water."

This officer estimated that there were over 2,000 men aboard the Bismarck.

Fought Bravely

LONDON, May 30 (Reuter).—Eight or nine torpedoes hit the Bismarck before she finally heeled over with her crew swarming like black dots over the hull.

This was related to-day by officers and men who took part in the "kill." "The enemy fought with great bravery," one of these men declared. Apparently even to the last, the German officers and men all believed that the Bismarck was actually unsinkable, and they were hoping for relief from land having been told that 200 planes had been sent to their assistance.

While the survivors were being picked up, warning was received that submarines might be in the vicinity and the British vessels moved on.

Flew Battle Colours

The Bismarck gave no sign of surrender and kept her battle colours flying to the end.

Until her guns were put out of action, she replied for some time to the British salvos with her whole armament.

It is now revealed that the Hood blew up two minutes after being hit. An officer who took part in the Battle of Greenland in which the Hood was sunk said that the Bismarck was sighted in the Denmark Straits on May 23 about 7.30 p.m. "It was a most inconvenient time," he said. "I was about to have my dinner."

With the Bismarck was the cruiser Prince Eugene.

Thick Weather

The weather was fairly thick and visibility was limited to six or seven miles. "All the time visibility was low and there was danger of running into the enemy at close range."

The enemy was kept in sight throughout the night, which was never really dark.

Soon after 5 a.m. on May 24, smoke was seen by one of our cruisers (Norfolk) and she knew that one of the ships was the Hood, which was expected to intercept the enemy.

Short Firing Period

"Very soon the Hood opened fire, followed by the Bismarck and the Prince of Wales. In a short time the

How Mighty Hood Met Her Tragic End

FROM PAGE ONE

Bismarck since she left Bergen, kept the Hood and Prince of Wales and other pursuers informed from hour to hour of the Bismarck's movements.

Never during that fateful night did true darkness fall. A chain of blinding snow squalls, lashed the jet-black waters. At times visibility fell to a few yards.

Unhurried minute calculations suggested that we should contact the Bismarck about 2 a.m. but at the last moment, she altered course.

Curtain of Snow

For another four hours, the Hood and Prince of Wales continued on a course roughly parallel to the enemy, throughout most of the time ploughing our way through a dense curtain of snow.

Suddenly the curtain lifted. The last snow squall passed, laying a bare horizon broken by two black specks—the Bismarck and her cruiser consort.

For a few long minutes we ploughed on to shorten the range. Then the Germans turned to meet their pursuers. The world's biggest warships, their bow waves hissing aside in challenge, sped to meet each other. The specks grew rapidly into recognisable form.

The tension of waiting for the battle became acute.

"Open Fire"

"Open Fire!"

Almost within a split second, orange-gold flame belched from the Hood's great forward guns. Within three seconds, there shot from the Bismarck puffs of black smoke. She too had opened fire.

Then the Prince of Wales' guns came into action. Clouds of yellow cordite smoke enveloped her bridge, momentarily blotting out the view.

To port, the Hood, 200 or 300 yards away, surged forward on a parallel course. Fountains of water shot up in her wake. The Hood ploughed on. Then suddenly she had been hit. A shell or shells appeared to fall just ahead and on one of her after 15-inch turrets.

Sickening Sight

A large fire broke out with thick black smoke. What happened next was a strangling, sickening sight. There was a terrific explosion and the whole vast ship was enveloped in a flash of flames and smoke, hissing high in the shape of a giant mushroom.

Sections of funnels and masts hurtled hundreds of feet into the air, and then fell, some on the ship and some into the sea. The Hood's long line bows tilted vertically into the air.

Three or four minutes after she was hit, all that remained apart from pieces of wreckage was a flicker of flame and smoke on the surface of the sea.

A destroyer was diverted to rescue work and managed to pick up three of the Hood's company, two seamen and a midshipman.

All this time the Prince of Wales continued to pour shells at the Bismarck. More than once, spurts of water showed that she was straddled.

Bismarck Turns Away

Again the Bismarck's shells crashed near the Prince of Wales, but no serious damage had been done. The Prince of Wales never lost her fighting efficiency and her speed was not impaired.

Then the Bismarck turned away but only to be pursued that day and night and the next day over the Atlantic at high speed.

Twice during the night, the Prince of Wales pumped out salvos at her. Torpedo bombers from the Victorious and the Ark Royal carried out attacks.

Altogether these attacks were delivered intermittently for three days and four nights. Then came the final dramatic signal from the Dorsetshire that she had torpedoed the Bismarck.

CEMENT PRICES

The following maximum prices at which cement (except imported cement) may be sold in the Colony are notified by the Controller of Trade in the "Government Gazette."

One gunny bag of 250 lb \$8.60 per bag; in paper bags of 94 lb \$3.25 per bag; in paper bags of 90 lb \$3.15 per bag.

Mr F. Flippance has been appointed Controller of Firewood.

Hood was hit and fire broke out. Two minutes later she blew up.

The Prince of Wales continued the action but was compelled to turn away.



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In connection with the above Flag Day, those ladies who have kindly volunteered to sell flags are advised of the following arrangements:—

Sellers resident in Hong Kong: Flags, baskets and tins will be issued at Mr. E. M. Raymond's office, Holland House (1st floor) from 3 p.m. to 6 p.m. on Tuesday, June 3rd, and from 10 a.m. to 12.30 p.m. on Wednesday, June 4th.

On Flag Day when selling has been completed all the above equipment should be returned direct to the Hong Kong and Shanghai Banking Corporation.

Sellers resident in Kowloon: Flags, baskets and tins will be issued at the European Y.M.C.A., Salisbury Road on Wednesday, June 4th, between the hours of 4 p.m. and 6 p.m.

On Flag Day when selling has been completed the above equipment should be returned to the European Y.M.C.A.

Sellers are requested to kindly call to collect their selling equipment accordingly.

E. F. Hyde-Lay,
General Secretary,
St. John Ambulance Association & Brigade.

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