"Cap o' Rushes"

An Old Fairy Tale Which Has Been Told in East Anglia For Many Years

STORY FOR CHILDREN

"Once there was a very rich man who had three daughters, and he made up his mind to learn from them how fond each one was of him. So, one day, he suddenly turned to the first and said: 'How much do you love me, my dear?' And the daughter replied: "'Why, father, I love you as life.' 'That's good,' said the ol gentleman, and he turned to the second daughter and said: 'How much do you love me, my dear?' and she replied: 'Father, better than all the world.' 'That's fine,' said he, and then he turned to the third daughter and repeated his question: 'How much do you love me, my dear ' 'Why, daddy,' she replied, 'I love you as fresh meat loves salt.'

"Whereat the father was angry, and he turned upon his youngest child and said: "You do not love me, child. Out of my house you go, for you cannot stay here.'

"And he drove her out then and there, and he closed the door in her face. Sad at heart, she went her way, and traveled aimlessly on and on until she came to a fen or a ditch, and there she gathered a lot of rushes and out of them made a cloak with a kind of hood to cover her from head to foot, and so concealed her fine clothes. After she had done this, she resumed her journey, and went on and on until she came to a fine manor house, and she knocked at the door, and of the women who came to the door she asked:

"Do you need a maid?" And the woman answered:

"No, we do not."

"And the youngest daughter said:

"I have nowhere to go, I ask no wages and I am willing to do any kind of work."

"'Well,' said the dame, 'iw you like to wash pots and scrape saucepans, you can stay.'

"And so she stayed, and she washed the pots and scraped the saucepans, and did all the other dirty work around the manor house, and because she gave no name they called her 'Cap o' Rushes.'

The Cinderella Motif

"Well, one day there was a great dance held in a near-by castle, and the servants of the manor house were allowed to go and look at the grand people. Little Cap o' Rushes said she was too tired to go, so she stayed home by her fireside. But when all the others had gone, she offed with her cap o' rushes, cleaned up, washed herself, and went to the dance. And do you know, there was no one there as finely dressed as she, and who should be there at that dance, but her master's son, and what did he do but fall in love with her the minute he set eyes on her, and he refused to dance with anyone else.

"Before the dance was over, Cap o' Rushes slipped off and away she went home ,and when the other maids came back, she was framing to be asleep with her cap o' rushes on. The next morning they said to her:

"'Cap o' Rushes, you did miss a sight!'

"'And what was that?' she asked.

"Why,' said they, 'the beautifulest lady that you ever saw dressed right gay and ga' (which means 'in the fashion'). The young master never took his eyes off her.'

"'Indeed, I should have liked to have seen her,' said Cap o' Rushes.

"'Well, there'll be another dance to-night and perhaps she will be there,' the maids replied.

"Bue the evening came, and poor little Cap o' Rushes was too tired to go with them. Howsumever, when they were all gone and she had rested, she offed with her cap o' rushes, cleaned up, and away she went to the dance. The master's son had reckoned on seeing her, and he would dance with no one else, and he never took his eyes off her. But before the dance was over away she slipped, and when the maids came home she framed to be asleep with her cap o' rushes on. And the next day the maids said to her again:

"'Well, Cap o' Rushes, you should have been there to see the fine lady. She was there again, gay and ga," and the young master never took his eyes off her.'

"'Indeed,' said Cap o' Rushes, 'I should like to have seen her.'

"Well,' replied the maids, "there is another dance this evening and you must come with us, for she is sure to be there.'

"The evening came, and little Cap o' Rushes said she was too tired to go, and do what they would to get her to join them, she stayed behind, but when they were gone, again she offed with her cap o' rushes, she cleaned herself, and away she went to the dance. The master's son was rarely glad when he say her, and he danced with none but her and never took his eyes off her, and he asked her to tell him her name, and she would not tell him, and he asked her where she came from, and she would not tell him, but he gave her a ring, and he told her that if he never say her again he would die. Well, afore the dance was over she slipped away and home she went, and when the other maids returned she was framing to be asleep with her cap o' rushes on. The next day they said:

"'There, Cap o' Rushes, you did not come last night and now you won't see this lady, for there are no more dances.'

"'Well,' said Cap o' Rushes, 'I should rarely have liked to have seen her.'

The Master's Son Wins Her

"The master's son set about to try and find out where his lady-love had gone, but no matter where he went and whom he asked, he never heard anything about her, and for the love of her he pined, and he got worse and worse, until he had to take to his bed. And the cook was ordered to make some gruel for the young master 'for he is dying for the love of the lady.'

"'Let me make it,' says Cap o' Rushes, but at first the cook would not, but at last she said yes.

"And Cap o' Rushes made the gruel, and when she had made it, she slipped the ring into it on the sly before the cook took it upstairs. The young man drank the gruel, and he saw the ring at the bottom of the bowl, and he said:

"'Send for the cook,' and up she came.

"'Who made this soup ' he asked.

"'I did,' said the cook, for she was scared. The young master looked at her and said: 'No, you did not. Tell me who did it, and you shall not be hurt.'

"'Well, then,' said the cook, 'it was Cap o' Rushes.'

"'Send Cap o' Rushes here,' he ordered. And Cap o' Rushes came.

"'Did you make my gruel?' he asked.

"'Yes, I did,' said she.

"'Well, if you did where did you get this ring?' asked the young man.

"And Cap o' Rushes replied:

"'From him that gave it me.'

"'And who are you, then?'

"'I will show you,' she replied, and she offed with her cap o' rushes, and there she stood in her beautiful clothes.

"Well, the master's son he got well very soon, and in a little time they were to be married. It was to be a very grand wedding indeed, and every one, far and near, was invited, and among these Cap o' Rushes' father was asked, but she never told any one who she was. Before the wedding she went to the cook and said:

"Cook, I want you to dress every dish without a mite of salt.' And the cook replied, 'That'll be rarely nasty.' And Cap o' Rushes said, 'That won't signify."

"'Very well,' said the cook.

"And the wedding day came, and they were married, and after the ceremony all the company sat down to the feast, and when they began to eat the meat, it was found so tasteless that they could not eat it, and Cap o' Rushes' father tried first one dish and then another, and then he burst into tears.

"'Why, what is the matter?' said the young master to him.

"'Oh,' he replied, 'once I had a daughter, and I asked her how much she loved me, and she said, 'As much as fresh meat loves salt,' and I was angry and I turned her from my door and drove her away, for I thought that she did not love me. And now I see she loved me best, but she might be dead for aught I know."

"'No, father, here she is,' replied little Cap o' Rushes, and she ran up to him, and put her arms around his neck, and kissed him, and so they were happy ever after."

WHERE SHE AGREES

"Well, if you're gonna fuss with me all day I'm jes going out and take in a movie."

"Well, just you wait a minute."

"Why is there something else you want to say?"

"No! I'm going to the movies with you."

Potsdam to Sell Statue Of Frederick William III

Potsdam—What shall we do with "Frederick William"? is the question of the hour.

Frederick William III was the former Kaiser's great-grandfather, and his statue stands on the Wilhelmplatz here.

Socialists hotly argued that Frederick William did not deserve a statue, as he had twice broken his royal word.

"Sell him to the highest bidder!" shouted one.

"Send him to Doorn!" screamed another.

Finally a vote was passed for the improvement scheme, but minus the cost of shifting Frederick William, so any one wishing to buy a statue probably can have it cheap.

Materia Medica Takes Over the Sun.

"Exposure to natural sunlight should only be undertaken when the sun's rays are properly regulated and under the direction of a competent physician."

She—"Freddie hasn't been out an evening or taken a drink for three weeks." He—"Turned over a new leaf?" She—"He turned over a new car."

"Gunwhale Under" in a Driving Breeze

ONE OF THE MOST GLORIOUS OF SUMMER SPORTS

Skill, study and nerve are necessary to be a winner in a sailing competition but the thrill is worth the effort necesary to become an expert.

Canada's Future in Air Assured

Vickers' Official Gives Government Credit for Building Industry

INSPECTION TOUR

More flying is being done in Canada to-day on the rato of the expenditure of one dollar per person than in any other country of the world, states Col. R. H. Mulock, of the aviation department of Canadian Vickers, Ltd.

The Dominion Government has been 100 per cent. back of commercial air service with the object of proving that the business of Canada can be accelerated and improved, Col. Mulock said. He pointed to the success of the air mail services inaugurated by the Post Office Department between Montreal and Ottawa; Ottawa and Rimouski, and Toronto and Montreal. These planes, picking up Atlantic mail, advanced the delivery 24 hours westbound, and from four to five days eastbound. Another important service was to be added soon, connecting the mails between Albany, N.Y., and Montreal. Adidtional winter services had also been installed assuring quick mail deliveries between Murray Bay and Seven Islands, Moncton to Magdalen, and weekly trips to Anticosti. There was also a considerable amount of postal traffic being similarly cared for between White Horse and Dawson City.

East and West

The future of Canada's air mail will bring the east and west much closer, Col. Mulock said. He referred to the pioneer days when railway transportation helped to create the spirit which brought about Confederation and prophesied that a scheduled air transport would bring both sections within "breakfast table chat" of each other.

Such transport will be in force in Canada within the next three years, he said. With proper air zones, lighting guides and wireless communication there was no reason why Canada should not enjoy 96 per cent. efficiency in travelling through the air on schedule, he said. A reliable service of this nature would undoubtedly be in force by that time from Montreal to Vancouver with stops at important intermediate points.

With regard to safety in heavier than air machines, Col. Mulock said that statistics showed that in all countries of the world the accident rate per passenger per mile was less than in any other form of travel known to services in England were operating the human race. Cross Channel air when steamers were tied up and would not risk leaving port in storm periods. For future trans-Canada passenger service the huge transport planes must operate either on wheels or skis according to seasonal conditions, he said. Air equipment in Canada, he believed, would always cost more than in the United States because of the lack of necessity for extensive production.

Col. Mulock said that the greatest credit was due to the Montreal Light Airplane Club for its enterprise in organizing the coming exhibition, and he was confident that it would be a great success.

Heavier-than-air craft is the only logical method of air transport at the present time, he said, although he admitted that it was his belief that the time would come when dirigibles would have the final answer for passenger and freight transport on long ights. In his opinion, however, much experimental work has yet to be done to make the lighter-than-air craft a general success.

Tribute to Government

Tribute to the Canadian Government for its interest in promoting commercial aviation was expressed by Col. Mulock. He said that in the 10 years since the close of the war the Government had realized the possibilities of air maily routes and commercial aviation in general, whereas private enterprises, with the exception of two companies, had only begun to take definite steps within the last two years. The Government, he said, believed in aviation from the start and it was due to official action in the eight years following the war that made it possible for all the developments of today.

The airplane plant at the Vickers works is working to capacity and will turn out at least six of the latest types of seaplanes by July 1. One of the approaching achievements of the designers and builders is a huge Vickers "Velos" seaplane being built on order for the Canadian Government for photographic survey work. The plane is a three-seater with two 400-h.p. Wright Whirlwind engines. It has a wingspread of over 60 feet.

Other planes in the plant to be launched shortly are of the Vickers-Fairchild FC-2 models, capable of carrying gross weight, full load, of 4,000 pounds with a cruising speed of 91 miles an hour, and a cruising range of 590 miles.

Types of machines being made at the plant include the Vickers "Vista," a single seater with metal hull; Vickers "Vedette," three-seater, pusher biplane, adaptable for photogrophy; Vickers "Varuna," seven-seater biplane, now being used in Government service; Vickers "Avro," two-seater biplane, a commercial machine; Vickers "Vigil," two-seater biplane designed for the Government as a training machine and for hazardous forest fire patrol in the Rocky Mountain region, and Vickers-Fairchild (V.F.C. 2), five-seater cabine monoplane.

Chinese Slayer Executed At Memorial for Victim

Shankhai—The primitive conception of criminal justice as an appeasement of the criminal's victim survives strongly even in Nationalist China, with its codes of modern pattern. There was a spectacular illustration of this recently in Nanking, the National capital.

A policeman was killed by a robber, who was caught and sentenced to death. A memorial service for the policeman was staged. The Mayor of Nanking presided and offered sacrifices before the bier. Hsueh Tu-pi, Nationalist Minister of the Interior, eulogized the dead man's devotion to duty. The service was concluded with the decapitation of the condemned robber in sight of the gathering.

Lawyer (to flustered witness) — "Now, sir, did you or did you not, on the date in question or at any other time, say to the defendant or anyone else that the statement imputed to you and denied by the plaintiff was a matter of no moment or otherwise? Answer me(yes or no." Bewildered Witness—"Yes or no what?"

Barrister to red-faced motorist—"On the night in question did you drink several large whiskies?" Red-nosed motorist—"That's my business." Barrister—"I know it s your business. But were you attending to it?"

Natives of Africa in a German Zoo

WHEN THE GIRAFFES HAVE ALL THE ADVANTAGE

With fodder suspended high in the air—the giraffes have all the best of it and the Zebras must take what is left over.

To Seek Records at Magnetic Pole

Major Burwash, War Veteran, Plans Trip in 40-Foot Boat

ESKIMO GUIDES

Explorer Will Search for Relics of Franklin Expedition

Ottawa—In quest of relics and to conduct important Arctic research work, Major L. T. Burwash, war veteran, Arctic exploratory engineer and Canadian Government official, will leave within 10 days on a 5,000-mile jaunt to end at the magnetic pole.

Travelling by rail, boat and dog team, Major Burwash will traverse nearly 900 miles of icy Arctic waters, with only Eskimos, a stray trapper or fur trader, to assist him to navigate a 40-foot launch. His destination at the magnetic pole connot be reached until late in September or October. His task will not be completed before the autumn of 1929.

At "the top of the world," Major Burwash will make a scientific examination to determine the extent to which the magnetic pole has shifted since Amundsen made his invesigation about 1908. Each year the magnetic pole varies in a westerly direction, and its present position, once secured, will be noted on the charts of marines who ply the seven seas.

Relics and records of the ill-fated expedition of Sir John Franklin—central figure in the chapter of Arctic exploration of the nineteenth century—will also be sought by Major Burwash The two ships, Erebus and Terror, carrying the Franklin party, met disaster near the magnetic pole in 1845.

Records Found

Some of the records were found on Boothia peninsula; and it is said that one of these ships may be seen in the Arctic Ocean somewhere near King William Island or Boothia peninsula. If this theory is found to be correct, the ship may be lifted to obtain for Canada the invaluable records and relics believed to be aboard her.

Condition of Eskimos

Conditions among the Eskimos north of the districts of Mackenzie and Keewatin will be examined into by Major Burwash; and his survey in that district will be the first since care of the Eskimos was transferred from the Indian Department to the North-West Territories and Yukon branch early this year. An examination of navigating conditions in Franklin Strait and Peel Sound will be made; and, in addition, Major Burwash will investigate the proposed tractor-train route from Wager Bay on the west coast of Hudson Bay to Cockburn Bay, south of King William Island.

From Ottawa Major Burwash will travel by rail through Edmonton to Fort McMurray. Thence by boat, he will proceed to the mouth of the Mackenzie River in the Arctic Ocean. From this point he will proceed east along the Arctic Ocean to King William Island, a distance of approximately 800 miles, in a 40-foot boat, and thence by Government boat for nearly 100 miles to the magnetic pole. Major Burwash's investigations will be conducted under the Federal Department of Interior.

He: You girls seem to be trying to imitate the chorus girls in dress.
She: Yes. Good take off, eh?

Only Two Birds Ventured Atlantic Westward Flight

Berlin—The next successful air-airplane flight from Europe to America will equalize scores as between birds and birdmen at two and two. That is, as far as bird records go, and they are somewhat scanty, according to Dr. E. Stresemann, chief of the ornithological section of the Natu al History Museum here.

East to West transaceanic flights seem to be as difficult to accomplish for birds as they are for aviators, for whereas forty kinds of migratory birds are known to visit European shores from the Western Hemisphere, only seven kinds of European birds occasionally hazard the perilous crossing westward, and none is a land bird.

As a matter of fact, said Dr. Stresemann, there are only two authentic records of birds having flown from Europe to America. Both were so-called three- toed gulls and were set free in 1924, with rings on their legs, one from the west coast of Scotland and one from Ireland. They were caught, one in Labrador and one in Newfoundland, the following year.