For the Boys and Girls

THE ELEPHANT COOKIE

Buster locked down the snow-shoveled path to the gate and scowled. An extra hard kick at his sled sent the thing scurrying away from him, and zig-zagging down the slight incline.

Buster was tired of everything—the snow, the sled, but most of all, I guess, he was tired of himself.

Now the sled didn't stop at the gateway, but it went on across the street and bump—into the steps of a shabby, brown house, where a group of children were playing on the porch. Buster started on a run after it. Then he stopped at the gate. The five children on the porch and two that came bounding from the side of the house, joined down on once on the [illegible] like a football rush.

[illegible] crowding, [illegible] Bob, the oldest boy, [illegible] "Hi, Buster! Coming in to play with us?"

Was there invitation? Buster was in a great warring. [illegible] Bob, oh what, [illegible] in the snow. [illegible] the twins [illegible] side [illegible] But Bob [illegible] if with a wh[illegible] and then [illegible] cried the twin to his [illegible] of the house, the little boy [illegible] off into the snow. The great [illegible] between the twins took a tumble, too. Now Buster laughed. He [illegible] where he could see the sled, and [illegible] the next train another young [illegible] was sprawling about in the snow. It was funnier than the clown in the circus. And they were all [illegible] gathered and happy!

Bob came racing around the house with an old hat. The children trailed back to the porch, where he [illegible] them up.

"We'll take turns, two at a time. Come on, you twins."

The twins needed no second invitation. They scrambled on to the sled, and Bob was off like a prancing steed.

As Buster watched them, a little lonely feeling crept into his heart. It grew into a big longing. He wanted more than anything else to join in the fun. He was just on the point of going across the street when a nice, motherly looking woman came out on the step.

"Children!" she called.

They came pell-mell. Their mother held up a huge cookie. Even from across the street Buster could see that it was the biggest cookie in all the world. And it was shaped like an elephant.

Bob took the cookie and sat down on the top step. The children crowded up close to him. He broke off the elephant's fat legs.

"For the twins" he shouted, and handed them each a leg.

Off came the elephant's trunk.

"For Dickie!" And Dickie sprang up like a Jack-in-the-box.

Next came the head.

"For Julie!" Julie giggled and bit into the soft cookie.

Buster watched the scene across the street with fascinated eyes. How he did love for a bite of that elephant cookie! His eyes grew bigger and bigger. His mouth grew so watery that he had to swallow. He had never thought of sharing his cakes or toys with anybody. They belonged to him. There were six children over there sharing one cookie! Why, if that cookie had been his, he would have wanted it for himself.

Bob spied him. He pushed the others and ran down the steps.

"Here, Buster, this is your size," he said, holding up the legs. He tried to cross the street, but Buster was already at his side.

"That's all right," said Buster, his eyes fixed on the remains of the elephant cookie in the boy's hand. "Keep it as long as you like."

"Thanks," answered Bob, "that's great of you! Would you like the rest of the elephant?" He threw two cookie legs toward Buster.

A little sigh of happiness and relief escaped from Buster. "Thank you," he said. "Let's share it." And he broke it in two.

"Mother always makes us share everything," said Bob, awkwardly. "I'm glad that I saw you before I swallowed him all."

"I'm going to share things, too, after this," said Buster. "Let's pull the twins around the house again."

And the strange part of it was that that was the happiest day Buster had ever had, the day he began sharing his toys with others!

ROYAL TOUR NEEDS COMPLEX PLANNING

RECEPTION AT EVERY PORT ENTERED BY RENOWN.

Endless Amount of Detail for Trip of Duke and Duchess of York to Australia.

The preparations for the Australian tour of the Duke and Duchess of York have been rendered especially difficult owing to the fact that the duchess is accompanying the duke.

The first difficulty that presented itself was the lack of space on board the Renown. Had the duke been going by himself there would have been as much room for him and his staff as there was in the same ship for the Prince of Wales and his. But warships are not designed with a view to carrying lady passengers, a royal lady and her ladies-in-waiting and maids.

The last Duke and Duchess of York to visit Australia were the present King and Queen. A P. & O. liner, the Delhi, was then specially chartered for the tour, and on it there was even more room for the duke and duchess and their respective staffs than was required. The then duchess was provided with a wardrobe room on board the Delhi almost as big as she has today at Buckingham Palace. But the expense of chartering a liner for the present trip would have been regarded as too heavy. The wardrobe room the present Duchess of York will have on board the Renown will be a little cabin about six feet square, and her royal highness will share it with two ladies-in-waiting.

So restricted was space on the Renown that the idea of taking an official photographer had to be given up. By the time the minimum requirements of the royal party had been met, no room could be found for a photographer and his assistant.

News From Home.

The Prince of Wales, when he visited distant parts of the back blocks of Australia and New Zealand, was on more than one occasion completely out of any kind of communication with home for as long as two days, for the action of connecting up these remote places by a temporary telephone or wire to the nearest telegraph office would have been far too costly. The duke and duchess were not anxious to visit some of these distant places where the Prince had been, but the duchess would not consent to getting completely away from communication with London, even for an hour. The reason is mainly the Princess Elizabeth, concerning whom the duchess is kept daily cable from the Queen. The duke and duchess will be kept very busy during the voyage. At every port the Renown touches at, whether foreign or British, there will be formal receptions for them. These receptions, owing to the presence of the duchess, will be of a more ceremonious character than were those given to the Prince of Wales. Everybody on board the Renown taking part in such a reception (and about forty persons will do so) will receive a copy of what are called "landing orders" an hour or so before the Renown gets into port. The landing orders will set out the part each person is to take in the reception and, the orders will be printed. A printing machine is being carried for this purpose.

Not a Holiday.

But apart from dealing with details of this kind, the duke and duchess throughout the tour will have to arrange their engagements in England after their return home. When they depart they will have completed arrangements for the engagements they intend to keep in England during July. Their engagements for August, September, October and November will be entered into and settled during their trip. This will be done by wireless and cable. A tour of this kind is by no means a holiday for the duke and duchess and their staff; it is work and hustle all the time and always there is the possibility that something may go wrong. There may be delays in transit or illness, or something that would so disarrange this program that, so far as the time table is concerned, it would have to be almost entirely recast.

Love.

I hastened thro' the world, and lo,
Away from Thee
I could not find the way to go,
The place to be.

Winnifred Lucas.

The Wife's Song.

I sit beside my sewing-wheel,
And croon my little song,
Content to bide a wife at home
The sweet day long.

The supper waits beside the hob,
The kettle steams away,
For him who comes so swift of foot
At close of day.

The gravel grinds beneath his step,
I fly to ope the door,
Compared wi' me, the gilded Queen
Upon her throne is poor.

I trim the lamp, I stir the fire,
I set his place and mine,
'Tis fine to see the linen white,
The silver shine.

And while I sit beside my wheel,
Humming my song,
And dream of early lads, a-row,
Hearts stout and strong,

I see their father watch with pride
Fulfilment at their ways,
I turn me to my sewing-wheel,
And give God praise.

Ah, who could leave a dream like this
For any pride or place,
Beyond the humble door of home
With all its kindly grace?

Give me for aye to dream my dream,
Beside my sewing-wheel,
Give me to keep my singing heart,
That loves, love and feels!

Give me my yarn for man and child,
While life shall last!
You can have all the pride and place
I pray thee pass.

—Mary Gilmore.

The Care of Linoleum.

There is but one proper way to care for linoleum, whether you have a linoleum floor in your kitchen, a charmingly smart linoleum floor in your dining room, or a graceful floor of pattern in your bedroom or sun porch. And happily this proper way is surprisingly easy.

Take your scrubbing brush, a good strong soap and a pail of hot water. Then put them all in the cellar or in the attic or window. Do anything with them you want, except use them on your linoleum. They not only are not necessary, but they are very likely to shorten the life of the linoleum.

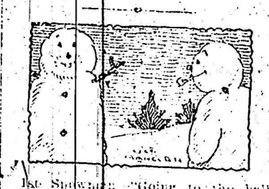
The proper method of care is this: If your linoleum is plain or in laid, simply wax it. No scrubbing. No hot water. Spread a little wax either in paste or liquid form, between the folds of a piece of cheesecloth. Rub the floor thoroughly with this, applying the wax sparingly. Then polish it. For this purpose you can use a weighted brush made especially for this purpose or make a similar polisher yourself with a heavy brick wrapped in a soft cloth.

The result will be a soft mellow gloss on your linoleum that you can retain always by an occasional dry mopping and touching up with a cloth moistened with liquid wax the places that are worked on most.

If your linoleum is printed—that is, if the design is printed on the surface of a genuine linoleum base—then you should varnish it with a good clear waterproof varnish. This protects the printed design from being scuffed or scratched. Apply the varnish in a thin even coat. Do not attempt to brush it out, but rather let it flow from the brush in a uniform film. Allowing at least a day between coats, apply a second thin coat and your printed linoleum can be kept like new with just an occasional washing. This protecting coat of varnish should be renewed once or twice a year.

When you must wash linoleum be sure that you use a mild, pure soap with luke-warm water and wash but a small section of the linoleum at a time.

These "dos" and "don'ts" for linoleum are simple, easy rules to follow. Yet they will keep your floors delightfully attractive, lengthen their life, and save you hours of needless work around the house.

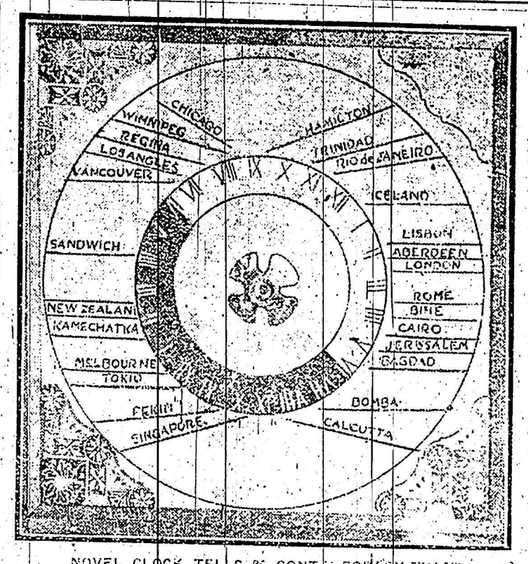


1st Snowman: "Going to the ball tonight?"
2nd Snowman: "What ball?"
1st Snowman: "Why the snow-ball, of course."

Says Tall Men Are Hungrier.

That a tall man requires more food than a short one, even though both are the same weight, is the contention of a Japanese doctor. He declares that the amount of food needed depends on the total area, not the weight of the body.

The Chinese learned how to make paper by watching wasps build their nests.



NOVEL CLOCK TELLS 26 CONTEMPORARY TIMES

This clock, the dial of which is shown above, shows Hamilton only the time in 26 centres of the world. It is owned by John Deagan, 250 Prospect Street, Hamilton, who made it himself, taking about 20 years on and off. The names of the various capitals are shown on the clock face alphabetically and do not revolve with the minute hand. Hence, the clock face never needs to be changed. One half of the disc is white and the other half black, to indicate night and day. The disc makes one revolution every 24 hours. The clock requires winding every four days.

The British Empire To Decline and Fall?

AMERICAN VIEWPOINT IN "WORLD'S WORK."

The smallest of the great kingdoms of old has spun history's largest empire over the face of the earth, until long since, it could boast that the sun never set on its territory. During four centuries Britons have roamed the seven seas and the five continents looking for trade or trouble, taking under their flag colonies which now include nearly one quarter of the world's land, and more than one quarter of its people.

Surface Signs.

But recently there have appeared signs and portents which lead the gloomy to prophecy the decline and fall of this glorious empire. The motherland, say they, stagnates. The coal mines which earned its bread were long idle; its men are still legion; factories are idle, and unrest steals through the land. In the overseas possessions, linked to the motherland by the Pax Britannica, are surface signs which hint at revolt underneath. Canada has finally appointed her own Minister to Washington, Ireland, which already had her own minister to America, campaigned for her own Council seat on the League of Nations; and South Africa has said that she can continue under the Crown only if assured her full and free nationhood. Hence there were many who said that the Imperial Conference of October avoided an open break only by shaving gracefully around the real issues.

Canadian Views.

Yet there are many Colonials who agree with a Canadian lawyer who wrote his newspaper of his belief:

"that the empire has one fundamental Constitution, the essential principle of which is the liberty of the subject; that the development of the Dominions to local self-government, whether under the denomination of "nations" or not, is only a natural municipal development and does not affect the general constitution; that even a Parliament or legislature or court of any component part cannot, conformably with the spirit of the constitution, take away nor infringe such a right . . . and that the ark of the Constitution is founded on the fundamental acquired right of every British subject to the whole Empire, and on his liberty to use it."

But this point of view is a reminder of the days when the Dominions were crown colonies. As Premier King of Canada said during the last election campaign, "The essential feature of the Imperial situation today is the transformation of what was formerly an empire in the old sense into a league of free and equal nations."

Empire Sound.

Does all this mean that the next Imperial Conference will really mean revolt, that the British Empire is in truth falling apart? It does not. Relations between Downing Street and the Dominion capitals are undoubtedly changing, but there is no more chance that the Dominions will abandon their connection with Great Britain than that they will cease to speak English. Ireland, perhaps, is an exception to that, to be sure, but the King's English is still interwoven in Dublin.

She Dauncetb for the King.

In browsing recently among records of the early Tudor period a curious bit turned up that showed how one ruler appreciated services rendered. King Henry VIII. kept a journal which was mainly an account of monies spent and received, but in part stated where he was and what he did. There are three entries under date of Jan. 7, 1497, one of them reading:

"To a little mayden that dauncetb, £12."

Dated eight months later, Aug. 10, we find the following:

"To hym that found the new star, £10."

This gives us the exact sum to which John Gabot was thought rewarded for being the first to sail an English ship to these shores, giving the old land its basis for future territorial claims and colonization. He was presented less than the "mayden" received who provided diversion for the monarch and his guests.

The Right Farm Home.

"By the condition of the farm homes in a country you can measure the success of its agriculture, and you will never make agriculture what it should be until you have farm homes where boys and girls will be glad to learn."—Hon. Duncan Marshall.

The Japanese have forbidden the ancient Korean custom of carving a design on the neck of a girl who has jilted her lover.

Not Blowouts.

"I had two horrid flat tires today."
"Why, what were their names?"
Of Course.

Never Meddle—

—With a quarrel between lovers.
—With a gun that is not loaded.
—With a policeman who does not talk much.
—With a man who is attending to his own affairs.
—With a boy who is figuring his own battles without asking for help.
—With a singer you would not have for a master.
—With politics unless you are willing to be slandered.

China has the largest road area in the world—296,000 square miles.

New York Motor Show Presents 1927 Models

YEAR'S PRODUCTION ESTABLISHES RECORD.

Besides New Designs in Cars, Maintenance Helps Featured.

This week the twenty-seventh annual National Automobile Show will be in full swing at the Grand Central Palace, New York City, on Jan. 8, 1927. The show will be closed on Sunday, but during that week it will be open every day and night, closing on Saturday, Jan. 15.

While forty-five different types of cars bearing distinctive names will copy all the available passenger space on the main floor and second floors, that number will be slightly increased. Among the things which will make the display appearance at the forthcoming show will be the Erskine Six, a product of the Studebaker factory and which is to make its debut at the Paris Show; and the Little Marmon, a new product of the Nordyke & Marmon Company. Ranging from a dozen to four manufacturers will be ready to present some new creations in body and mechanical design. One of the surprise features of the show will be the exhibition of a Ford truck. Another departure, of particular interest to the program of several years ago, will be the facilities provided for the display of commercial motor trucks. Only the smaller commercial vehicles can be shown. Many exhibitors have drawn up for a truck exhibit, which in the new models and improvements to be seen will be exemplify in a striking manner the increasing popularity in this form of motor transportation for a great variety of commercial uses.

4,500,000 Production Year.

From the manufacturers' standpoint the year 1926 has attained the high mark in the production of motor vehicles in the industry. When the final production record was achieved in 1925 with a total of 4,336,271 cars, many of the few leaders in the trade were bold enough to predict a still higher record for the succeeding twelve months.

For the first eleven months of present year the total production represents 4,272,000 cars, which is only 64,050 less than the entire 1925, and while the December production may not exceed 225,000, it will be sufficient to give the 1926 production close to or fully 4,500,000, a record which several experts state will probably not be surpassed for some time to come. Yet the absorbing power of the American public for motor transportation has been so great, and the bugaboo of the saturation point has been cast into oblivion so many times that positive predictions for the motor car buying possibilities of the future are somewhat difficult.

Another big feature of the show is the accessory exhibit. This year at the Grand Central Palace the exhibition of motor car accessories will be more extensive than ever before in the history of the show and in all things.

Car Repair Equipment.

The shop equipment is expected to attract strong attention from the ranks of those who service cars by keeping cars repaired.

Practically every device for the repairing up of motor vehicles will be on view, and will be found up to power in meeting the demand for results to be certain in the repair shop of motor cars in use today. The demand for service has increased immensely. When repairs are needed they are demanded at the same time. Time is lost in the number of hours to be measured by days. Time is life's only bank, the service equipment.

The replacement of the old may be taken as an example. This cause this is a feature of every car demands perfection for the old condition. The old airfoil wheel was good in its day if finished in a day. With modern machinery which strips the finish in a jiffy, and drills and reams holes for rivets, the entire car can be finished in a few hours. Quicker than it used to.

The task of grinding valves and reseating the touch of engine cylinders was another all day job in the old conditions. Now a few minutes, and the cost is very lower. From a few cents to less in the time need. Modern data machinery to remove motor cylinders and fit new pistons and rings.

Maintenance Costs Reduced.

All the machinery that contributes

head of shop equipment means economical car operation, freedom from trouble and a great saving in the time that a car must be laid up for adjusting, replacement of parts or a general overhauling. This is not yet a thing of the past. A type garage and the mechanic could attempt any kind of a job with a handful of tools and rapidly be relegated to the limbo of antiquity. In their places have come the modern equipped shops with the new devices and the power to work.

A worn bearing or crankshaft or bow involve the removal of the engine. The [illegible] of the car. The [illegible] is [illegible] and [illegible] of the [illegible] equipped.

[illegible] years ago [illegible] Now the [illegible] to a point where [illegible] free from half to [illegible] and the [illegible] of the power job.

[illegible] which [illegible] and [illegible] have taken the [illegible] work. Without [illegible] parts adjusted [illegible]

Passnger Car Design.

[illegible] approached close [illegible] at even if [illegible] the property [illegible] upon to meet [illegible] the demands of the new [illegible] the refinements that [illegible] in the twelve months [illegible] National Show. The [illegible] converted [illegible] education in the [illegible] that the [illegible] one section with [illegible] [illegible] the cars [illegible] the [illegible] extraordinary [illegible] [illegible] [illegible]