

NOTES AND COMMENTS

At the beginning of the Great War one of the lessons most deeply impressed upon the world was the efficiency with which the Germans had marshaled the forces of science and invention to further their purpose to impose Kultur upon an unwilling and backward civilization. It was not that the Germans excelled in discovery and inventive genius, but that they had the foresight to utilize what had been done by others. In the matter of aviation, for example, they merely followed the French initiative, but in the development of the Zeppelins they secured a lead which the Allies have not been able to overcome. Even in the adaptation of the aeroplanes to military uses they would seem to have outdistanced their opponents at the beginning, but as in other matters that development proceeded along lines so rigid that the slightest derangement of the pre-ordained plans of the General Staff created obstacles which interposed a fatal check to progress. So perfect did they deem their Taubes and their battleplanes that designs and materials were standardized to a degree that destroyed initiative and flexibility, and the result has been that supremacy in this field has passed to the Allies.

No more amazing aspect of the war has been presented in its later phases than the extent to which aerial superiority has been seized by the French and British. It cannot be doubted that a great measure of the success achieved by the Allies in their desperate drive on the Somme has been due to the fact that they have to a certain extent secured command of the air to the exclusion of their foe, and could direct their attacks with a certainty that was impossible to soldiers fighting in the dark. The maps and photographs supplied by the almost unchecked activities of French and British airmen have made the cleaning up of intricate German trenches no longer a matter of guesswork.

The explanation may be found, perhaps, not only in the discovery and application of better methods in the manufacture and operation of airships, by nations unhampered by blockade, but in the fact that the military aviators of both countries were not bound to officially appointed rules and lines of action. Their very unpreparedness brought into service every available type of plane and engine and both have grown amazingly under the spur of dire necessity.

This versatility and adaptability has been shown in all other lines of military activity. Greater and more powerful artillery has been brought to bear upon the German lines, means have been found to counteract the devilish innovations of "frightfulness"—the attacks by gas and fire—and now comes the startling announcement of an armored monster in the service of the British that sweeps over the battlefield despite trenches and entanglements, making easy that rolling-back process that is becoming so serious for the invaders of French and Belgian soil.

Nothing Worse!

Benevolent-looking Lady (with a pitying look at the man who has just been dragged from underneath his motor-car)—Poor man, have you a wife?

Unfortunate Motorist—No, madam, I haven't. This is the worst thing that has happened to me.



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From the Ocean Shore

BITS OF NEWS FROM THE MARITIME PROVINCES.

Items of Interest From Places Lapped By Waves of the Atlantic.

A Halifax bank lost \$1,100 by a slick operator from Montreal.

A new hook and ladder truck was lately purchased for Fredericton fire department.

Commissioner Russell of St. John feels that the city should have a chart of harbor and facilities.

Mr. F. A. Robertson of St. John has been appointed acting superintendent of the sleeping and dining-car service of the I.C.R.

The steamer Lady Sybil, which has been on the route between North Sydney and Port Aux Basques, has been sold to New York parties.

The schooner Lena F. Oxner, with a cargo of molasses, and bound from Barbados to Quebec, put into Halifax recently in a leaking condition.

Pte. Stanley Lutes, Steeves Mountain, N.B., who is now reported wounded in the hospital at Rouen, has been wounded four times already this year.

A motor ambulance to be delivered in six weeks has been ordered by the Commissioner of Public Safety at St. John, N.B. The cost will be about \$3,350.

Two boys of Welsford, N.B., Roy Woods and Chas. Thompson, were going hunting when Woods' gun accidentally discharged and killed young Thompson.

The steamship Mikado, Capt. Sinclair Cann, owned by the St. Mary's Bay Steamship Co., of Digby, N.S., is ashore on a ledge on the eastern side of Petite Passage.

The body of Thomas L. Spellman, of Halifax, N.S., who has been missing since early in September, was found last week in the water at the Halifax Ocean Terminals.

A new overhead bridge has been put in by the railway authorities about a mile north of Newcastle station, N.B. The bridge is about forty feet long, with concrete abutments.

Signaller H. R. Stewart, who recently was honored by the Czar with the Russian Medal, Order of St. George, for conspicuous bravery, was one of the first six P.E.I. boys to enlist in 1914.

At a meeting of the Patriotic Fund in the Board of Trade rooms at St. John, N.B., it was declared that St. John was not keeping faith with the fund, and that about \$29,000 more than was put in had been drawn out.

Miss Illa D. Marsten of Fredericton, N.B., has been accepted as a nurse in the Johns Hopkins Hospital. She obtained the highest marks ever obtained by any young Canadian entering that hospital.

HANDSOME SOLDIERS.

Drill Makes the Women Look to Their Laurels.

In a busy hive of war work a group of beautiful young women were, in an off-moment, discussing the merits of various systems of physical exercises to which they are devoted, says the London Express.

"It is wonderful," said one, "how fit I keep if I set aside just a quarter of an hour each day to a few simple exercises." Another was equally enthusiastic, but about comeliness instead of health. Her desire, frankly expressed, was to avoid "putting on flesh." "I sit so long at my work that I need something to counteract the bad effects," she explained.

No one divulged just why this access of zeal for physical fitness had seized her. But the reason is not far to seek. The example of the soldier brother is the incentive. Men are now being drilled to such purpose that their physique is improving wonderfully and their well set-up and splendid figures are reminding their sisters that they must look to their laurels.

And many a man's belief in his superior wisdom makes a fool of him.

THE FASHIONS

The Long Flowing Veil.

The new veil is a long, flowing one draped over the top of a small high-crowned hat with a narrow turned-down brim, like the one pictured here. It is caught together in front and fashioned to the top of the crown with a large, round pin, and from there it hangs softly down the back.

There are ever so many charming veils of this type nowadays. They are made of chiffon, silk net or lace, some of them finished with borders and others without. And they come in a variety of colors to suit every complexion and every taste. Some of the prettiest ones are in lovely shades of purple, soft rose-color, lavender, taupe, green and blue, as well as black and white. They are sometimes worn on small close-fitting turbans and again on larger sailor shapes.

Hats and veils like these are worn with frocks of serge, satin or silk. The



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Satin Dress Braided with Soutache

one pictured here was worn with a dress of black satin with a long snug bodice fitted at the waist with soft pleats. The skirt had a full tunic pleated at the waist and made with the popular loop pockets, which were faced with purple satin to match the purple-braided design which trimmed the dress. This is one of the favored designs for autumn and it certainly is a most becoming one. The sleeve was cleverly cut to form a point be-



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An Example of the Straighter Effect

low the elbow, where a silk tassel was placed.

A Popular Fall Model.

There is another type of dress for fall which is rapidly gaining more and more advocates every day. This is the one-piece frock of which an illustration is shown here. It shows the straighter effect and long lines which Parisian houses have made a point of featuring this season. Long straps starting from the shoulders, under the large collar, and working their way down on either side of the front, relieve the severity of this simple design. Little slash pockets are placed on both the straps below the belt line.

In some of the one-piece dresses, a



long, narrow girde of the material is wound loosely around the figure several times and tied at the back or front in a loose knot. The ends are often finished with silk tassels. The belt is generally arranged at the low waist-line, giving a suggestion of the Moyen Age effect, which, it is predicted, will become popular again.

The materials most favored for these practical frocks are satin, broadcloth, fine serge, tricotine, fancy twills, gabardine and poplin. The Parisienne favors wool jersey very highly for these one-piece frocks, also the checked velours de laine which are considered so very smart. These materials are excellent for shopping, motoring and such occasions when one must be simply though smartly dressed. Some of the colors are dark brown, terra cotta, orange and green. The combinations in checked velours are dark green with beige, gray with navy blue, and beige with Burgundy, not to speak of the black and white checks, which never seem to lose their popularity.

Skirts Are Longer and Straighter

There is a decided tendency to longer and straighter-hanging skirts in most of the autumn models. Paquin has made many dresses noticeably longer, both for street and evening wear, and many of the other Perisian couturiers have lengthened the skirts for the coming season, though not to an exaggerated degree. The skirts have not lost any of their fullness in their downward tendency. They simply follow the lines of the figure more closely and do not flare as much. The hoop skirts and crinoline effects are practically dead and some soft draperies are seen in their stead, especially in evening and afternoon dresses of satins, crepes and soft silks.

These patterns may be obtained from your local McCall Dealer or from the McCall Company, 70 Bond Street, Toronto, Ontario.

FACTS ABOUT THE WEATHER.

By Chas. M. Bice, Denver, Colorado.

The winds are the chief factors in weather, but they change so unexpectedly that prognosticating the weather is very difficult.

Weather signs are numerous and many of them still remain a mystery, but enough have been deciphered to render forecasting tolerably certain for at least 48 hours.

We have rain when there is cause for it; and the wind blows this way and that, for well ascertained reasons. Air pressure determines the winds and winds are the potentials of storms. Barometric pressure of the air simply means that this instrument records its relative density, or weight, it having been proven by experiment that when air is heated it expands, or becomes lighter, for the same volume, and it becomes heavier as it cools.

Air is always flowing from regions of high pressure to those of lower, hence the winds.

A weather map for the country shows the high and low pressures by heavy black lines, and all the places having the same air pressure are shown by these heavy lines running through them and the figures close to the lines indicate the extent of the pressure.

These heavy lines are called Isobars meaning equal weight or pressure. In the U.S. and I suppose, similarly in Canada, each morning at 8 o'clock, Washington time, at every weather station in the country, the barometer is read and the result sent to Washington by telegraph, where the readings are placed on a skeleton map of the country, each at the location of the city from which it is telegraphed, and lines are then drawn through the places having the same pressure. From these it is easy to see where the high and low pressure centres are located. Such a map generally shows several such areas. Observing these maps day by day will show changes in location of the high and low pressures. It moves eastward across the country at several hundred miles a day, and often many of them are on their way at the same time. Experience has shown that the "lows" gen-

erally cross the Northern part of the U.S. and almost invariably pass down the St. Lawrence River valley. The "highs" occupy the spaces between the lows and also proceed eastward with an inclination to the south-east, but their progress is not so regular as that of the "lows."

The "lows" are generally more or less of a circular area, surrounded by high pressures, and the air tends to move from the high to the low areas from all sides. The rotation of the earth on its axis changes the direction of these winds slightly. The low is a sort of air whirlpool, embracing sometimes an area 1,000 or more miles in diameter, and moving slowly eastward, called a cyclone; but in meteorology, a cyclone is not a destructive wind, as popularly conceived. Such are called tornadoes.

A warm wind from the south to cooler places north causes warmer weather in the latter, and vice versa a cool wind from the north in winter often carries freezing weather to the Gulf States.

On the weather map places of equal temperature are connected by dotted lines called Isotherms. They are usually bent northward in front of a storm, and southward in its rear.

The humidity in a wind is also an important factor, for it varies with the temperature. Air from the south moving north warms the country but is itself losing heat, and as it cools and the air contracts it holds more moisture relative to bulk until finally at some distance above the earth, saturation may be reached and the moisture condensed into the form of clouds, and if continued, rain is sure to fall. Of course, large bodies of water and mountain ranges cause marked local variations in the weather accompanying the passage of winds.

Several cyclones pass eastward each week as a rule; cyclones and anti-cyclones follow so closely that we are in the one or the other almost constantly. Most of the winds are cyclonic, and to them chiefly the middle, or what is known in this country as the Mississippi valley, owes its rainfall.

An anti-cyclone means the area in which the cooler air of the upper regions is settling to the surface of the earth and flows away in all directions. Hence the weather in a region of high pressure is usually cool, clear and dry, with a west or north-west wind. This is why the air is fresh and bracing following a rain storm, it is what is called anti-cyclone weather.

Hurricanes are storms that originate at sea and are of the same character as the land tornadoes, but usually far more destructive. Those that affect Canada and the U.S. have their origin near the West Indies, and generally move westward to the coast, and then northward and pass out across the Atlantic with decreasing severity. We will consider thunder storms in our next.

SAVAGES USE WIRELESS.

South American Tribes Have System 3,000 Years Old.

An explorer in South America says there is a kind of wireless telegraphy among the savage tribes there, and that it has been in use for more than 3,000 years.

In his travels he was met in one part of the country by a number of natives who had evidently been expecting him, relates the Baltimore Sun. When we asked how they knew we were coming they pointed to an arrangement suspended between two tree stumps on a horizontal bar. It was a means for sending and receiving messages among the various tribes throughout the Amazon Valley.

The transmitter was a hollowed trunk of a tree, suspended from the pole, so that the base was slightly off the ground. Inside it had been arranged very much like a violin. When the instrument was struck sharply with a rubber hammer a vibration was created that carried for miles over the hills to a receiver of somewhat similar arrangement.