

RIGID EMBARGO BY ALL ALLIES

Sending of Supplies to European Neutrals Absolutely Prohibited.

A despatch from Washington says: Great Britain's embargo on the export of all supplies to the northern European neutral countries, just announced, was declared after every phase of its possible effect was gone over in conferences between American and allied statesmen.

American officials initiated the discussions, and insisted that the British step be taken to make sure that there be no nullification of the purposes of the United States Government had in view in putting into operation its own embargo.

The step indicated that the allies have united in a decision that the neutrals must cut off the shipment of all supplies to Germany. American officials and some of the allies here have hesitated as to just how far to go in demanding cessation of trade between the neutrals and Germany. At one time it appeared they would ask no more than that neither allied goods nor materials supplanted by allied commodities be sold in Germany by the neutrals.

BOMBING OF GERMAN TOWNS

French Drop Projectiles on Baden—Italians Attack Austrian Naval Base.

A despatch from London says: While British and French airmen continue their bombing operations against Germany's submarine base at Zeppelinfeld behind the lines, the French aviators are keeping up their attacks on German towns and cities, in reprisal for shelling by German aircraft of the open town of Bar-le-Duc. More than 15,000 pounds of explosives are reported to have been dropped on numerous German settlements, among them the famous town of Baden, famed as a health resort.

Likewise the Italians are giving the Austrians little respite from aerial incursions, again having dropped tons of projectiles on military objectives at Pola, the great Austrian naval base on the Adriatic, and bombed other points of military advantage.

THE APPLE INSTINCT.

Each Autumn This Delectable Fruit Has Old-Time Charm.

It is not without reason that the serpent chose an apple for the temptation of Eve, thereby insuring his chances of success. In due course, the race of man falls anew each year when the first shining beauties appear. There is something about an apple that starts a mighty longing in the human breast; perhaps a tang of the high and far-off times of youth which never quite fade; days when the long grasses, wet with early October dew, reluctantly revealed to the late-rising sun the treasures hid in their tangled depths. Days when you munched apple after apple on your way to school—and how they chilled your front teeth!—always finishing a core in time to hit the tenth fence post beyond.

But you saved the ripest treasure, polished with care and dubious sleeve, for the adornment of Teacher's desk. Was it always a bribe, that best, that choicest offering upon the altar of pedagogy? How you pined for it in secret, longed to bite into its seductive neglected, but only while it lingered on the blackboard and actually dropped her chalk in her delight, it wasn't a bad world after all, and you wouldn't have the prize back for a king's ransom. How the heart warmed and expanded when you permitted it to be nosed about that the mysterious donor of the Biggest Apple was none other than yourself. Little did the admiring populace realize how your avid little soul reached out through your proud and haughty demeanor to gather up hungrily every atom of glory.

If Teacher knew her pupil—and it is surprising to remember how thoroughly she did understand your shy boy soul—she would detain you on a casual pretext at recess time. She "never could eat all of it herself," but if you would help her out? Of course, if she put it that way, the magnanimous benefactor must comply with the lady's request. Which circumstance may help to explain the daily procession thereafter on her desk of a succession of apples; until the grass dried up and the frosts came, and one's mind turned to other things than women.

The mists of memory dissolve, but the apple comes every year, bringing joy to the hearts of all who love, its personality even better than its taste. Whether one knows a Baldwin from a Spitzenberg, a King from a Russet—whether the autumns of boyhood found us answering the bell on the little red schoolhouse or the summons of some metropolitan hall of learning, they bring to all alike the instinctive apple hunger, which we must satisfy, as willing victims of a worthy passion.

GERMANS HAVE NEW TANK ARMED WITH 3-INCH CANNON.

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EX-KING OF GREECE GIVES TO JEWISH FUND.

A despatch from Zurich, Switzerland, says: Former King Constantine of Greece issued from his retirement to announce a gift of 1,000 francs to the Jewish refugees from the Salonika fire.

NEW GOVERNOR NAMED FOR NEWFOUNDLAND.

A despatch from St. John's, Nfld., says: The appointment of Sir Charles Harris to be Governor of Newfoundland is officially announced. He will succeed Sir Walter Davidson.

HOUSES IN TOKIO WRECKED BY TYPHOON.

A despatch from London says: A Shanghai despatch says that as a result of a typhoon which swept over Tokio on Monday, 100,000 are homeless, and that 138 are dead and 217 missing.



Remarkable Photo Shows Bombing of German Munition Depot. This remarkable photo was taken inside the German lines from the aeroplane of the aviator who made a raid on a great Boche ammunition depot. The daring aviator starting out on the apparently reckless adventure of getting by the German lines and successfully bombing the Teuton stores of munitions, flew to a point above the depot and dropped quantities of incendiary bombs while the Germans kept firing a terrific fusillade at him. Despite that danger he kept at his task and earned his reward when he saw the ammunition store house burst into flames. The smoke from the burning depot can be seen ascending in the photograph. The aviator returned to his own lines safely but his machine was badly damaged.

PROGRESS OF U.S. SHIPBUILDING

Ten Months Gained in Building of Destroyers—Ready Early in 1918.

A despatch from Washington says: Such remarkable progress has been made in the quick building of the immense flotilla of American destroyers that the Navy Department now is assured of much quicker delivery of the last estimate, which in itself was far ahead of the original time. Progress on the ships now building and arrangements for others to follow, it is said at the Navy Department, are such that the American navy will lead the world with its destroyers within eighteen months.

It is now certain that all destroyers now building will be delivered ready for duty in European waters early next year. Many of them had not been expected until the winter of 1918. Approximately, ten months had been saved.

SOLDIERS ALL.

"Fisherman, mend your nets For the day's trawling! Cod and menhaden run—Thick for the hauling!" "Yes, but beyond the mists 'Bugles are calling."

"Writer, the world would count You with its sages! Far from the shock of war, Toil for the ages!" "No—I must write my life On Freedom's pages!"

"Surgeon, you cannot go! Hear the sick pleading! 'Tis not for such as you Bullets are speeding!" "Hush—for I see in France Liberty bleeding!"

"Mother, keep back your lad, Though his mates scorn him! Better their jeers than that Your heart should mourn him!" "Cease—for his country's cause My arms have borne him!"

"Pastor, now more and more Men need your preaching! How shall they find their souls If you stop teaching?" "Yet, on His battle line God is beseeching!" —D. M. Henderson.

No Advance Payments.

You'll never make A single sou By any deed You're going to do. On what you've done Lies fortune's chance Life never pays Us in advance.

Markets of the World

Breadstuffs
Toronto, Oct. 9.—Manitoba wheat—No. 1 Northern, 42 1/2; No. 2 do., 42 1/2; No. 3 do., 42 1/2. In store Fort William, including 2c tax.
Manitoba oats—No. 3 C.W., 65c. In store Fort William.
American corn—No. 3 yellow, nominal. Ontario oats—No. 2 white, 62c. nominal; No. 3 do., 61c. nominal, according to freight to Toronto.
Ontario wheat—New, No. 2 Winter, 42 1/2 basis, in store, Montreal.
Wheat—No. 2, 42 1/2, according to freight outside.
Barley—Malting, new, \$1.18 to \$1.20, according to freight outside.
Rye—No. 2, 41 1/2, according to freight outside.
Manitoba flour—First patents, in 48 bags, \$11.50; 2nd do., \$11.00; strong bakers', do., \$10.60, Toronto.
Toronto flour—Winter, according to sample, \$3.30, in bags, Montreal; \$5.60, Toronto, prompt shipment.
Millfeed—Car lots, delivered Montreal, including—Barley, per ton, \$22; shorts, do., \$42; middlings, do., \$45 to \$46; good feed flour, per bag, \$3.25.
Hay—No. 1, new, per ton, \$12 to \$13; mixed, do., \$9 to \$11, track Toronto.
Straw—Car lots, per ton, \$7 to \$7.50, track Toronto.

Country Produce—Wholesale
Butter—Creamery, extra, per lb., 41 1/2 to 42c; prints, per lb., 42 to 43c; dairy, per lb., 35 to 36c.
Eggs—Per dozen, 27c.
Wholesalers are selling to the retail trade at the following prices:
Cheese—New, large, 23 to 24c; twins, 23 to 23c; triplets, 23 to 24c; old, 23 to 24c; Swiss, 23c; triplets, 23c.
Butter—Fresh dairy, choice, 40 to 41c; creamery prints, 44 to 45c; solids, 44 to 45c.
Eggs—New laid, in cartons—61 to 63c; out of cartons, 45c.
Dressed poultry—Spring chickens, 25 to 30c; fowl, 20 to 23c; squabs, per doz., \$4 to \$4.50; turkeys, 25 to 32c; ducks, Spring, 22c.
Live poultry—Turkeys, 22c; Spring chickens, 15 to 22c; hens, 20 to 22c; ducks, Spring, 20c.
Cured meats—Extra, fine, 16 to 18c; 12 oz., \$2.75; No. 2, \$2.40 to \$2.50; strained, fine, 2 1/2 and 5/8, 13c per lb.; Avoca, 17 to 18c; 30's, 15 to 17c.
Beans—No Canadian beans on market until last of October; imported, hand-sorted, \$7.75 per ton; Lima, per lb., 15 to 16c.
Potatoes, on track—Ontario, bag, \$1.35 to \$1.45.
Smoked meats—Hams, medium, 30 to 31c; do., heavy, 26 to 27c; cooked, 41 to 42c; rolls, 27 to 28c; breakfast bacon, 38 to 40c; hams, plain, 39 to 40c; boneless, 42 to 44c.
Cured meats—Long clear bacon, 27c to 28c; clear bellies, 28 to 27c; fat, 27c; Lard—Pure lard, clear, 26 to 27c; tubs, 26 to 27c; 5 lb. tins, 27 to 27c; compound, tins, 21 to 22c; tubs, 21 to 22c; tins, 22 to 22c.

Montreal Markets
Montreal, Oct. 9.—Oats—Canadian Western, No. 2, 77c; No. 3, 76c; extra No. 1, 78c; No. 2, 77c; No. 3, 76c; No. 4, 75c; No. 5, 74c; No. 6, 73c; No. 7, 72c; No. 8, 71c; No. 9, 70c; No. 10, 69c; No. 11, 68c; No. 12, 67c; No. 13, 66c; No. 14, 65c; No. 15, 64c; No. 16, 63c; No. 17, 62c; No. 18, 61c; No. 19, 60c; No. 20, 59c; No. 21, 58c; No. 22, 57c; No. 23, 56c; No. 24, 55c; No. 25, 54c; No. 26, 53c; No. 27, 52c; No. 28, 51c; No. 29, 50c; No. 30, 49c; No. 31, 48c; No. 32, 47c; No. 33, 46c; No. 34, 45c; No. 35, 44c; No. 36, 43c; No. 37, 42c; No. 38, 41c; No. 39, 40c; No. 40, 39c; No. 41, 38c; No. 42, 37c; No. 43, 36c; No. 44, 35c; No. 45, 34c; No. 46, 33c; No. 47, 32c; No. 48, 31c; No. 49, 30c; No. 50, 29c; No. 51, 28c; No. 52, 27c; No. 53, 26c; No. 54, 25c; No. 55, 24c; No. 56, 23c; No. 57, 22c; No. 58, 21c; No. 59, 20c; No. 60, 19c; No. 61, 18c; No. 62, 17c; No. 63, 16c; No. 64, 15c; No. 65, 14c; No. 66, 13c; No. 67, 12c; No. 68, 11c; No. 69, 10c; No. 70, 9c; No. 71, 8c; No. 72, 7c; No. 73, 6c; No. 74, 5c; No. 75, 4c; No. 76, 3c; No. 77, 2c; No. 78, 1c; No. 79, 1/2c; No. 80, 1/4c; No. 81, 1/8c; No. 82, 1/16c; No. 83, 1/32c; No. 84, 1/64c; No. 85, 1/128c; No. 86, 1/256c; No. 87, 1/512c; No. 88, 1/1024c; No. 89, 1/2048c; No. 90, 1/4096c; No. 91, 1/8192c; No. 92, 1/16384c; No. 93, 1/32768c; No. 94, 1/65536c; No. 95, 1/131072c; No. 96, 1/262144c; No. 97, 1/524288c; No. 98, 1/1048576c; No. 99, 1/2097152c; No. 100, 1/4194304c.

NEWS FROM ENGLAND

NEWS BY MAIL ABOUT JOHN BULL AND HIS PEOPLE

Occurrences in the Land That Reigns Supreme in the Commercial World.

Lodgers in England who buy their own food, will be allowed to get their own sugar cards.

The Parkinson Stove Co., of Birmingham, were fined £112 for improperly using copper in the manufacture of water heaters.

Lord Rowland has become president of the association of Wiltshiremen in London, in succession to the late Sir R. Burdidge.

The Board of Agriculture says that children under twelve years of age should not be released from school attendance.

M. C. Luschem, F.S.I., of Farham Common, has been appointed honorary secretary of the Royal English Arboricultural Society.

Capt. F. Hurley, who was photographer to Sir E. Shackleton's Antarctic Expedition, has been appointed photographer to the Australia forces.

The British Government have had 437 aeroplanes and seaplanes given as gifts from different parts of the Empire since the beginning of the war.

The Royal Humane Society's certificate has been awarded to Marie Sharrat of Windsor, for jumping into the Thames and rescuing a child.

Col. H. B. O. Savile, one of the oldest officers in the Royal Artillery, was buried with military honors at Bristol.

Owing to the shortage of paper the new London telephone directory will not be published before January next.

A memorial to the Southend air raid victims is being erected in the grounds of Prittlewell Priory.

Of eight new magistrates appointed for Dudley, Worcestershire, three of them represent labor.

An Army Council order has directed the release of a certain quantity of sole leather for civilian use.

At an education conference at Bedford, Lady Betty Balfour stated that it took her children nine years to learn to write and nine more to learn to spell.

W. Courtauld, of Essex, has given £2,000 to the Braintree School, as scholarships, on condition that no son of a German parent shall ever benefit by them.

For rescuing two of the crew of a British shipwrecked vessel, Hans Jergensen, a Swedish captain, was presented with a piece of plate by the British Board of Trade.

RUSSIAN FUEL GROWING SCARCE

All Street Car Traffic Has Been Cut One Hour a Day.

A despatch from Washington says: Strenuous efforts are being made in Russia to conserve all fuel resources. Petrograd, according to a despatch from W. C. Huntington, United States Commercial Attaché at the Russian Capital, is being brought under strict fuel regulation. All street car traffic has been cut one hour a day. A further regulation compels the railroad companies to observe a rate of speed that saves coal. The decreased speed rule is credited with surprising results. It is reported that it saves eighteen per cent. of fuel, that thirty per cent. fewer cars are laid up, and a decrease in daily expenditures of 3,000 roubles is secured.

Testing Sense of Touch.

There are feelings and feelings. Some folks have very sensitive feelings; others are morally tougher. But if the question is physical merely, how delicate is your "feel-sense"—in other words, your sense of touch?

A simple contrivance used by the psycho-physicist to determine this point is a little stick with a thread— a fishpole and line in miniature. On the end of the thread (in lieu of a hook) is a bit of cork.

The fishpole is held in such a way as to allow the bit of cork to come gently into contact with your skin. If you don't feel it, trial is made with a bigger piece of cork. It is really the weight of the cork that tells the story, and the smallest piece you are able to feel registers the degree of delicacy of your touch-sense.

Neutrals' Exports to Germany.

Of the total of animal fats used in 1916 in Denmark for the manufacture of margarine, 90.9 per cent. were imported from the United States. The total Danish production of margarine in 1916 was 124,781,620 pounds, according to data received by the United States Food Administrator. The substitution of this margarine for butter allowed the exportation of all the butter produced, except 8.6 per cent. of this exportation going into Germany. Holland, also a dairy country, in 1916 produced 396,825,000 pounds of margarine, of which 330,000,000 pounds were exported. Of the 154,322,000 pounds of Holland butter produced, the exportations amounted to 92,563,200 pounds. How greatly these exports were to Germany's benefit can only be surmised.

When Making Bread Always Warm the Basins and Flour.

The bread will be much lighter.

THE STORY OF THE "TANKS"

HOW THIS INGENUOUS DEVICE GOT ITS NAME.

Col. E. D. Swinton Tells of Origin in Caterpillar Tractor a Decade Ago.

The following are extracts from an article on the "tanks" in the Strand Magazine by Col. E. D. Swinton, their instructor:

"Why 'tank'?" Why should a fighting automobile have been so inappropriately named? The reply can be given in two words—for secrecy. In its experimental stage the machine was known as a "land cruiser" or "landship." But it is a military platitude that the "element of surprise"—as it is always called in the text-books—has immense value in war; and it was naturally realized that the greatest results to be expected from the employment of this new weapon would be attained if it could be launched unexpectedly, so that the enemy might be caught unprepared to meet it.

Various rumors about the new machines were current amongst those who got wind of them. One was that they were intended to carry water for the troops across the deserts of Egypt and Mesopotamia. A second hinted at snowploughs for use on the Russian front.

Those German Nicknames.

One good point common to both the German home-made equivalent terms of "tank" is that they do not lend themselves to the making of lyrics, for neither "Panzerkraftwagen" nor "Schutzengrabenverknichtungsautomobil" is likely to be used as the refrain of a topical song in concert halls.

The machines were yet otherwise miscalled. During the summer of 1916 an enemy agent, trying to tap the wires in England, might have been mystified to pick up some such messages as: "Twelve Willies reach you to-day," or "Send tails for six females."

Petrograd, With Care.

To help to conceal the destination of the tanks at the stage when any allusion to their purpose was precluded, they were painted with the inscription, "With care; to Petrograd" in large Russian characters. This, of course, was merely following up the line suggested by the snowplough fiction.

It is true that certain people who are not soldiers have played a very large and valuable part in creating the tank. It is also true that others who are soldiers have not done so. But the first to appreciate the necessity for it, to urge its provision, and to insist on the feasibility of its construction, were, in fact, soldiers.

So far as the writer is aware, the first definite proposal for a fighting machine on the lines of the existing tank was due to the appearance of the Hornsby-Ackroyd caterpillar tractor, which was tested for military traction purposes in England in 1906-1908. It was made by a military officer and was carried up to the stage of the preparation of sketch drawings when the project died for want of support. Like Mr. Wells, he was ahead of his time.

Are of Both Sexes.

The tanks are divided into males and females. The male is par excellence the machine-gun hunter and destroyer. He carries light, quick-firing guns capable of firing shell, and is intended to be to the machine gun what the torpedo boat destroyer was designed to be to the torpedo boat, or the ladybird is supposed to be to the aphid. The female, which, in accordance with the laws of nature, is the man-killer, carries nothing but machine guns for employment against the enemy personnel. Her special role is to keep down hostile rifle fire.

Act As An Antidote.

The tanks have supplied the touch of comic relief and excited the mirth of a British soldier, always blessed with a keen sense of the ridiculous. They acted as an antidote to the effect of the "Jack Johnsons," "Weary Willies," "Silent Susies," "Whizz Bangs," "Sansages," "Rum Jars," "ear shells, gas shells, and all the other frightfulnesses of the unspeakable Boche. They counteracted the weariness, the hunger and thirst, the dust, the mud, and all the squalor and filthy discomfort of war.

Learn to Laugh.

"Learn to laugh. A good laugh better than medicine. Learn to tell stories. A well-told story is as welcome as a sunbeam in a sick room. Learn to keep your own troubles yourself. The world is too busy to care for your ills or sorrows. Learn to do something for others every day. This is no time for idle hands."

The Cost of Sill Filing is Greatly Reduced if Several Farmers Use a Cutter Co-operatively.

Chinese and Japanese bells are clapperless and never are swung, the tones being produced by striking the with wooden mallets.

GERMAN ASSAULT REPULSED BY HAIG

Enemy Attack in Polygon Wood Region Proves Futile.

A despatch from London says:—An attack by the Germans Wednesday morning between Tower Hamlets and Polygon Wood, following a vigorous artillery fire, was repulsed either by barrage or by British infantry, according to the report from Field Marshal Haig. All the British positions remained intact. The text of the statement reads:

"Shortly before dawn the enemy heavily bombarded our positions between Tower Hamlets and Polygon Wood; afterwards his infantry attempted to advance. Our artillery opened vigorously, and on the greater part of the front the assault broke down before reaching our lines.

"In the area immediately north of the Menin Road, where a few of the enemy succeeded in passing through the barrage, they were completely repulsed by our infantry. Our positions are intact.

"There has been great artillery activity on both sides during the day east of Ypres."

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The Doings of the Duffs.



OH HERE COMES DELLA FAD! I SUPPOSE WE'LL HAVE TO LISTEN TO A LOT OF SILLY TALK—SHE'S SUCH A GIDDY GIRL.

I THINK DELLA IS A RIGHTY SENSIBLE GIRL MYSELF.

OH HELLO—I JUST STOPPED TO SHOW YOU 'JIMMY' MY NEW PET—SEE I CARRY HIM IN MY MUFF! THE SAME AS MRS. VERNON CASTLE DOES.

THE DARNED THING IS A LIVE!

I MUST RUN ALONG NOW, I'VE GOT TO GET HOME AND GIVE JIMMY HIS BATH—GOOD BYE.

WELL?

I HAVE NOTHING TO SAY—NOTHING TO SAY!!

Ontario Archives Toronto

Ontario Archives
TORONTO

THE DWINDLING OF PRIZE-MONEY

ONLY A FEW HUNDRED AWARDED TO H. M. YEARS AGO.

Enormous were the sums the Navy Some Hundred Years Ago.

Prize-money, the old-fashioned, has dwindled to a few hundred dollars now awarded to H. M. destroying the enemy in the great, big, glittering which our sailors in the cutlass and boarding-pike wrest from the enemy!

Vastly different was it a dredged old years ago when a cruise made men rich and could be won in a day. No phrase this, but a thing that happened.

A notable case of the kind of the Triton, frigate, which the Spanish Santa Brigida of 17th, 1799, and thereby won a million and a half do result of that one brief frigate's captain pocketed \$205,000 her men received \$910,000 mere trifle contrasted with the share, but a good day's nevertheless.

Favored Officers.

The explanation of the fact was that the Spaniard had money aboard her. Because existed no such arrangement of foreign exchanges, every son of a gun had to be conveyed to country to another by ship-frontiers did not join. That's the chance, and they were slow in taking it. Prize-money one of the things they went after, and they piled it up in a mere \$100,000, the booty from a hard won fight, beggarly alongside the \$300,000 quired by the Panther by the means, and ridiculously more when placed by the Edinburgh 000 dollars wrenched from a \$8 in a few blood-battered hours.

From the lower-deck point of the worst feature about these was the unfair system of shares. For example, when our forces of Havana in 1762, out of the ure there taken each admiral and crew present received \$633,485, poor Jack had to be content with not enough for a brief shore jaunt.

Remunerative Dragoon.

Much more fortunate were the men of the Favorite and the which in the same year captured tremendously valuable prize, she was unloaded the merchant's specie found in her holds filled with wagons, which were sent in procession to London, and there disposed of. Enough was sized by the sale to pay each \$324,350, each commissioned \$64,870, and each seaman \$2,420.

We have all heard of dreams led to fortune. Here is one of most curious, yet a well-authenticated instance of such a happening. In the Alcega was at sea, with luck dead out. Not a doubloon prize-money, not even the pleasure a fight, had come her way, and crew were almost mutinous with appointment, when the captain's night to dream that someone into his cabin and implored, impressed did he become by this at last he decided he would "go ward," though his officers protested. But on the evening of the first altered course Captain Digby fell with a Spanish ship, from which took a huge booty.

Settled Out of Country.

In the gallant West Country of the maritime counties generally, a family was founded and the name of many a snug estate acquired money won at sea. The son fact, was the place whereon our fathers in these parts were for generations taught that they must look fortune. They did so, and found often that every encouragement given for the quest to proceed.

Even then men who fought with impatience of the ways of men who in offices and procrastinated; also had small liking for lawyers, and resulted in some curious things being done. One bluff old captain had captured a valuable Spanish ship, claimed that he did not mean to let the loot fooling about with Admiralty laws, he was too busy. So he took ship and cargo into Batavia and then to the Dutch for over \$4,500,000. Then, standing by the captain, he edged his crew around him and shared the money amongst them.

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