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How Twenty-Nine British Officers Escaped From Holzminden

PART II.

Then the problem of ventilating the tunnel presented itself. As the head of the tunnel was advanced further and further from the shaft, the air became proportionately worse. There seemed to be no feasible method of forcing fresh air to the diggers. Work was stopped until Lieut. Garland and another officer found time to get several electric fans and two air pumps from the prison store-room.

Up to that time men cutting the tunnel worked in complete darkness and it is possible that the task would have been finished without lights of any kind had not the matter of providing ventilation forced itself on them.

Once it became necessary to provide energy for the operation of the air pumps and fans, however, the officers lost no time in "tapping" the prison lighting circuit, thereby obtaining current for the ventilating that was necessary and the illumination that was a luxury.

The fans and pumps and a dozen incandescent bulbs were arranged in place and wires carrying current were led into the tunnel and connected to them. The vibration of the pumps and the whir of the fans, it was first feared, would betray the tunnel operations to the guards stationed on the surface above. To keep the apparatus from letting the entire camp know that a miniature imitation of a city subway was being constructed, the bearings were kept well oiled. Even then, in the confined underground passage, the noise of the machinery of the pump and the hum of the fans was deafening almost, and for a breathless half hour that followed the turning on of the current the officers at work waited for the discovery that seemed almost certain.

But the German sentries noticed nothing unusual. Shifts were changed regularly and that head of the passage was pushed nearer and nearer to the end of the prison enclosure.

By the work had progressed to a distance of one hundred and fifty feet. The danger of the walls and roof caving in was imminent. Wood for shoring up the sides was not to be had without exciting suspicions, and the risk was too great to make the attempt. Now and then while the man digging at the head was out of breath by his exertions he would hear a stone or handful of earth fall into the passage. The nervous tension caused by such slight accidents was tremendous and the men suffered accordingly.

The eighth month found the tunnel finished to the point where the officers were ready to turn toward the surface. Compasses and measuring cords had been used to determine the approximate spot where the head of the tunnel was located, and it was believed that the exit shaft would break through the surface just outside the charged wire entanglements beyond the wall.

And just as the exit shaft was about to be started an officer who had known nothing of the building of the tunnel, a man who had been confined in another part of the prison, was caught cutting wire almost at the exact spot where the tunnel was being aimed at the surface. His efforts to escape were detected by the guards and he was brought back. His attempt to cut the wire resulted in the German commander ordering a special guard for the weakened barrier.

New surveys were made by Captain Gray and Lieut. Murdoch, and it was decided to push the tunnel out under a wheat field, one hundred feet from the wire barrier.

Another month was consumed digging the extension, and it was not until August, nine months after the work had begun, that all was ready for the flight. The shaft opening into the wheat field was dug to within a foot of the surface, and twenty-nine officers, including Lieut. Garland, were instructed by Captain Gray that they must be ready to enter the tunnel on five minutes' notice. The suspicion that the Germans were searching for the tunnel caused the captain to limit the time within which his comrades would make ready for their escape.

"I was warned at three o'clock one morning, to be at the entrance of the lumber room in five minutes," said Lieut. Garland.

"I slipped into the orderly's uniform that I had concealed in the mat-

tress of my cot and sneaked into the orderlies' quarters. The German sentry outside was leaning on his rifle half asleep.

"The lumber room was crowded, and after waiting a few minutes I was passed inside. A humming sound came from the mouth of the tunnel. I could hear the sound of talking and the buzz of the electric fans and pumps. I was lowered into the opening head first, my pack having been dropped in ahead of me.

"Once in the tunnel I pushed the pack in front of me and started to crawl down the steep incline that led into the passage proper. I had to lie flat on my stomach. There was no room above me to raise my head, and I worked myself forward by pushing against the wall with my feet.

"Here and there on the floor of the passage I found cans of bully beef, abandoned by the men who had gone ahead of me. So anxious were they to get away that they were leaving behind them the stores of food that had taken weeks and months to collect. I had to jam the abandoned tins into the ground under me before I could advance.

"Halfway to the wheat field, a big fellow just ahead of me became jammed. His shoulders were wider than the tunnel at one spot and he could neither go ahead nor retreat. The ventilation at the end of twenty minutes failed to operate. The air was stifling.

"Finally the big man in front worked himself loose. I helped him crawl back a foot and he succeeded in working himself out of the heavy trench coat he had foolishly worn.

Again, far ahead of us, a man became jammed. He was just beneath the exit. Men behind him and the man ahead of him tried to extricate him, but his and their struggles did just what was most feared. They loosened the roof and walls and with a crash the exit caved in.

"All of us who were in the horizontal passage had to crawl backward to the lumber room. There it was found that twenty-nine of the party had succeeded in getting away. The entrance was boarded over in the hope that the Germans would not locate the cave-in and we returned to our cots."

The dawn witnessed the aftermath of the tunnel effort. The British officers were summoned into the yard for roll call. The German sergeant-major who called the roll nearly collapsed when twenty-nine officers failed to answer. He counted the men present and then turned to the commandant, Hauptmann Niemeyer.

"Twenty-nine are gone!" he fairly screamed.

Hauptmann Niemeyer became a madman. He raved and cursed and threatened to shoot the first British officer seen near the walls. He ordered a thorough search of the prison. The tunnel was found at the end of the second day after intelligence agents had been summoned from army headquarters nearby to aid the searching parties.

Lieutenant Garland had failed to escape, but he was not disheartened. Several weeks afterward he crawled to freedom through a hole in the wall and succeeded in walking to Holland. (The End.)

Water Power of the Empire.
 The author of articles on the Water Power of the Empire in the Times Engineering Supplement suggests that the interests of the Empire as a whole and of the individual countries in which water power exists, can best be served by calling into consultation the financial community, the manufacturers of machinery, prospective power users and the owners of water power rights both privately held or those retained by the Crown. The idea representing these interests and its primary duty would be to co-operate hydro-electric enterprises in the British Empire and to bring those interested into close touch with each other. It is claimed that such a body would be in a position to give the soundest advice and should have the confidence of all concerned, and that it suitably composed and with loyal co-operation between its constituents it could do much to further the development of water power and of dependent industries.

If china is carefully wrapped and boiled before using it will last longer.

About the House

Make Your Home Say "Come Again!"

How does your home impress people who enter it for the first time? I don't mean what do they think of your furnishings—but are they at ease, and do they want to come again?

You probably can think of houses that as a child you either liked or disliked to visit. Children, while frequently unable to discriminate between cheap and expensive furnishings, are very sensitive to the "air" of a home. They immediately feel subdued and unwelcome in a dark cold room furnished with slippery haircloth chairs, although they cannot tell why.

Many of us grown-ups are so occupied with other affairs that we do not give our home atmosphere much thought; but, even if we are not consciously affected by it, every stranger or friend who comes into our dwelling sense it at once.

I can think of one home that I always feel depressed after leaving, and it isn't because the home-maker herself is discouraging. It is because the actual air, a combination of gas-oline fumes from the kitchen stove and strong tobacco smoke from her husband's pipe, pervades the whole house suffocatingly, and no amount of cheerfulness on the part of my hostess overcomes it.

I can think of another home, a small cottage of six rooms, that I enter with a happy air, as soon as I believe the reason is this: Just beyond the hall, through a large open door, is a small porch glassed in to make a "sun sitting-room," and this porch full of sunshine and with green growing plants along the windowsills seems to light up the whole house and welcome everyone coming in the front door.

Sometimes it is a contented cat purring upon the hearth, the way an easy chair is drawn up to a table and reading lamp, or a canary trilling in a bay window that makes us remember our friends' homes with pleasure.

Fortunately, in the majority of houses, a pleasant, cheery home atmosphere is not dependent upon money. Sometimes it is only a matter of keeping the rooms well aired and the shades high enough to let the sun in. There is nothing like sun to make a room homey as well as healthful. Sometimes just slight changes in the furnishings will make people want to come again.

Perhaps large, darkly framed pictures need to come down, or perhaps a new couch cover or table cover will brighten things. Again, there may be too much bric-a-brac about. Mantels, tables and cabinets overspread with curious objects and knickknacks give a room a cluttered look that is apt to make a guest feel crowded.

If you are going to buy anything new to cheer up the house let it be either some plants that will bloom in the window, or some soft, dainty curtains which can be laundered easily and which will let in plenty of light.

Many a mountain cabin, vacation lodge, and even a shack of the Western ranch has an optimistic home atmosphere just because it has light, sun, air, and simple but bright furnishings. With these things in mind, why not step outdoors and walk in again, pretending you are a total stranger? Perhaps just a slight change will make you and your friends happier.

Use a Fireless Cooker.

Food which has started cooking over coal, wood or gas is placed in the cooker and continues to cook because the heat stored within escapes so slowly that the cooking is prolonged indefinitely. Food requiring long, slow cooking can be started over a quick fire and finished in the cooker, with a saving in fuel and a cool kitchen. Soapstone disks are required for baking and roasting, and these, instead of the food, are heated; and the cooking continues without danger of burning.

The food container must fit closely into the nest, and should have a closely-fitting lid; for not only the food, but the air between the food and the lid, must be thoroughly heated before it is placed in the cooker.

There is considerable comfort in being able to start the breakfast cereal while you are doing up the supper dishes, knowing that you will find it perfectly cooked the next morning, requiring only a quick reheating before it is served.

Dinner or a hot supper can be prepared, started over the fire and finished in the cooker, while the housewife goes to church, to town, or works in her garden. She leaves her kitchen in a comfortable frame of mind, knowing that things will neither burn nor boil over, and that an appetizing meal will be ready to serve when meal-time comes. Does it not seem, then, that the housewife who does without a fireless cooker, either manufactured or home made, is wasting time, strength and fuel?

To Cook Oatmeal: Use three cupsfuls of water and one teaspoonful of salt to one cupful of oatmeal. Add the meal gradually to the salt and water, which must be boiling, and boil rapidly for ten minutes. Cover

with a closely-fitting lid and allow to cook a few moments longer. Then place it in the cooker where it may remain in the cooker for three to twelve hours, the longer cooking developing the flavor. Reheat before serving.

Creamy Potatoes: Put one quart of pared and sliced potatoes, two tablespoonfuls of butter, two teaspoonfuls of salt, one-eighth teaspoonful of pepper and three-quarters of a pint of milk into a small cooker pan; set this inside a cooker pail of boiling water, and when the contents are steaming hot put the small pan directly over the fire until it boils. Replace it in the pail of boiling water and set the whole in the cooker for one hour.

Irish Stew: Cut two pounds of breast of mutton in small pieces, sprinkle with salt and pepper and brown in a hot frying pan, with one tablespoonful of butter, or butter substitute. Add two cupfuls of potatoes cut in cubes, two cupfuls of green peas and three cupfuls of boiling water. Season with salt and cook over the fire for ten minutes, then remove to cooker and cook for three hours.

How To Do Things.

Mint sauce is fine served with lamb: Take one cupful of chopped green mint leaves, a half cupful of vinegar, a quarter cupful of powdered sugar and mix them one hour before serving.

Make twisted maple cookies with some of your maple sugar. They require one cupful each of granulated sugar, maple sugar and butter, or butter substitute, two well beaten eggs, two tablespoonfuls of water and four enough to make a dough to roll out. Cut in strips, twist and lay on pans, sprinkle with granulated sugar and bake until light brown.

Salad dressing:—To a pint of boiling vinegar add three tablespoonfuls of flour, one teaspoonful of salt, one teaspoonful of ground mustard and one-half teaspoonful of black pepper rubbed to a paste with three tablespoonfuls of butter and cook to the consistency of mush; now add one well beaten egg and one-half cupful of good cream, and cook for two

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minutes longer. This dressing keeps well in sealed jars.

Spinach loses both color and flavor if it is cooked in too much water. The quantity of water that adheres to it from washing is enough to steam it tender; there should be just enough water to keep it from scorching. Garnish the cooked spinach with hard-boiled eggs put through a vegetable ricer, or cut in slices. The eggs improve both the looks and the taste of the dish.

When you cook vegetables such as potatoes, peas, cauliflower, etc., put in enough water to have a cupful left as a foundation for a light, nourishing soup. Put two tablespoonfuls of

butter into a saucepan, when it bubbles add a quarter of a cupful of flour, two cupfuls of milk and the vegetable liquor; add salt, pepper, kitchen bouquet and onion seasoning, if desired; let it boil and serve.

A delightful playhouse for the children can be made by fastening an old umbrella on top of a post driven into the ground. Dig a circular bed around it, a little larger in circumference than the umbrella, drive a peg in line with each rib and fasten a strong cord from each rib to the peg. Sow the bed thickly with morning-glory seeds, except between two ribs left for the door. The vines will soon form a blooming bower.

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GIGANTIC PLANS FOR NEW TUNNEL

TO CONNECT ENGLAND AND FRANCE BY RAIL

Channel Tunnel Will Enable Trains to Run From London to Bombay and Cape Town.

The construction of the Channel tunnel, says the London Daily Mail, will, with the exception of the Panama Canal, be the most stupendous engineering enterprise yet planned. The total length, including the approaches in England and France, will be thirty miles, of which rather more than twenty-one and a half miles will be under the sea.

The first work was done on the tunnel in 1874 when a French company sank an experimental shaft in France. In 1881 the South-Eastern Railway Company's chairman, Sir E. Watkin, obtained an act permitting him to sink a shaft on the English side. A boring was driven for 2,015 yards toward the Channel, when in 1882 the construction was stopped by the government. Since then the scheme has been in abeyance, but in 1913 the government called for reports from naval and military authorities with a view to permitting the construction if they were favorable. Then the war came and nothing more could be done.

Worked By Electricity.

The present plans provide for the building of two tunnels, each eighteen feet in diameter, connected by cross galleries at intervals of 200 yards. The lines would be worked by electricity as in the case of the Simpson tunnel, which is twelve and a half miles long, and at present the longest. The maximum depth of water on the route is 150 feet, and a cover of chalk 100 feet thick would be left undisturbed above the crown of the tunnel to provide against any danger from an enemy or the sea, so that the tunnel would descend to a level of about 200 feet below the sea's surface.

Iron tubes will be built up as the tunnel advances, precisely as in the London tubes. Owing to the extraordinary advance in the art of tunneling in recent years the work could be done quickly and it is estimated that the tunnel itself could be completed in five or six and a half years.

The cost before the war was estimated at \$20,000,000, which amount now probably would have to be considerably increased—to \$100,000,000, or even \$125,000,000. The working expenses before the war were calculated at \$2,100,000 a year and the income at \$7,750,000, but both estimates probably would now have to be exceeded.

Before the war it was thought that British rolling stock, which differs slightly in gauge from French and Continental rolling stock, could not be run over Continental lines. But experience during the war, when many thousands of British locomotives and wagons have been used on the French lines, has proved that this difficulty does not exist.

London to Ends of the Earth.
 It would be possible to shorten the journey to Paris greatly. Before the war the quickest service was in six hours, forty-five minutes. With the tunnel the journey could be done in six hours, whatever the weather. The customs examination could be carried out in the trains.

London would be in direct communication with every part of Europe where the gauge is similar to our own. Through carriages could be run to every Continental capital except Petrograd, as in Russia the gauge is too wide to admit of standard trains. The Bagdad lines and its connections, now completing, will give a complete route from Constantinople to the Persian Gulf. This line is connected by track of varying gauge (some of which will not admit standard rolling stock) with Jerusalem and Cairo, and from Cairo eventually a railway is to be carried to the Cape. Ultimately the Indian system will be connected with the Bagdad Railway, and a line has already been carried some distance west from the Indian system through Southern Baluchistan, so that it is no mere dream that one day trains will run from London to Calcutta or Bombay.

Sword Kills More Than Rifle.

In spite of the long casualty lists of the present war, fought with all the fiendish contrivances of modern science, the destruction of life is not so great in proportion to earlier wars when soldiers fought hand to hand. The most deadly of all weapons was the Roman short sword. Caesar reported that at the battle he fought near Namur his soldiers slew 60,000 of the Nervii. There were no wounded when the weapon was the short sword. As men began to fight at longer range the death list grew shorter. It is an axiom of modern war that it costs a marksman his weight in lead to kill one of the enemy.

To him who wills, nothing is difficult.

A mail service from Cairo to India is to be inaugurated. A route from Cairo to the Cape of Good Hope also is being laid out. Airdromes are to be established at suitable spots in the British Isles and Celtic Dominions.

PRA

Pump Your

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Do You Suffer
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I have in my own case been affected. This is posted on things culture, rents a acres, has the price on it for five years already formed it is well formed, a two silos, and all that the average at. But this is broken even, and

Little Boy's

Once there was loved all the while the spiders, the tadpoles, the little green snails.

He knew where made her nest in the first to find it baby snails were for hours watching spiders weaving their bushes, and on a gray spider who for a long time him what kind of wave. When it said the spider was put it out on the porch.

He gathered the houses the external they get tired of, and want to be laid out and unfold their way.

When Little Boy sweeping one morning a lot of bright and crawling round on a couch, and on the said:

"Little Boy, when caterpillars come 'Oh, mamma,' as was so sorry for their last night who round trying to find sleep that I brought them in the big w show them out, and

Little Boy brought acs and tadpoles fr put them in a grass look much delight. One day he told a tadpoles grew to be boy said, 'Aw, I tadpoles don't have tad took his friend who see the tad grow, un vined that little tad frogs.

One cold morning