

According to the Herald  
dispatches from London the  
government is actively de  
proposal to transfer the m  
ing force" of the British  
England to India. There  
of the Russian mission  
flows across the northern  
and flinging a strategic  
Afghanistan. The feeling  
been strong in Europe  
Anglo-Russian break that  
stitutes the most unstab  
present world politics app  
growing, and the alert ar  
new hints of war. It is  
the British government is  
to reduce the Indian arm  
of native and British wh  
control of the Viceroy wh  
ent prisoners the country  
In India a powerfully estab  
of British and even domin  
under direct control of the  
at London as the principal  
effort of the British Em  
If this belief is correct it  
of course, mean that a wa  
Russia and Great Britain  
Afghan frontier is about  
place. But it would be in  
one more example of how  
strategic lines are changi  
after 1900 the British g  
called home its warships  
Sea and settled down to  
competition with Germany  
to end in the World War,  
those years it was no log  
tion of pushing the Emp  
brokers, but of defendi  
very centre. The next wa  
across the North Sea and  
would fight in Flanders i  
home territory. But after  
the wheel turned again, the  
battle fleet was based in  
the ocean, for the German  
gone. The naval base wa  
Singapore, and now in the  
regarded as a weak in t  
world of to-day it might  
logical to concentrate its m  
fence in India, close to  
The Near East, close to  
and "Sh. close to China and  
The "Shanghai defence  
had to be started so long  
actual need for it was pro  
it took so long to get fr  
ton to the Yangtze, must  
British strategists a good  
think of.

Consequently, a transfer  
Britain to India might  
war with Russia may soon  
transfer of our battle fleet  
cific front war with Jap  
would show where the new  
is. The "armed camp" psych  
passing from Western  
—and new Air Force is  
to protect England from  
(and perhaps by that very  
more emphasis on the poss  
invasion than conditions  
indicated) but how is it  
of land? For the  
ing the clash of interests i  
greater distances and Euro  
back again toward the day  
Kipling was discussing the  
walked like a man, when  
statements described a wo  
about to take place in Man  
chancellor's buzz as a  
Emperor took an interest i  
der of a couple of his missi  
the Shanghai Peninsula.

The decision of the board  
awaited with keen interest  
June, 1925, when it was  
Parliament to make a th  
investigation into the rate  
railways and railway comp  
ject to the jurisdiction of  
with a view to the estab  
fair and reasonable rate  
which would be substantially  
circumstances and conditi  
in its application to all per  
localities.

This would permit of the  
interchange of commodities  
between the various provinc  
territories of the Dominion,  
expansion of its trade, bot  
domestic. This would giv  
regard to the claim on beh  
the reduction of the rate  
they enjoyed prior to 1913,  
encouragement of the mov  
traffic westward and eastwa  
Pacific coast ports owing to  
expansion of trade with the  
transportation of products  
the Panama Canal.

The Londoner, staying  
out-of-the-way country town  
dog, a valuable Airedale, so  
and transmitted the speed,  
set manually and adjusted  
of the ship as occasion  
call letters and is operat  
pendently of the ship's  
equipment.

The apparatus consists of  
constructed broadcasting st  
element automatically  
course readings from the  
pass with a separate gram  
and transmitting the speed,  
set manually and adjuste  
of the ship as occasion  
call letters are sent out  
wave to prevent its interfe  
the regular radio equipm  
a sending range of from ten  
miles and its primary pur  
use in heavy fog. It is cla  
it might also prove of some  
cases of distress but thi  
short sending range, was  
ondary importance.

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excepting for the dram re  
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broadcast range of about f  
would make it a valuable  
ships at sea during diffi  
was pointed out that at  
time the smugling qualiti  
drown ship's whistles, mak  
perative that speed be red  
minimum in order to avoid  
collectors.

It is a poor rule that w  
both ways.

### IS HOG GRADING A JOKE?

Farmers Must Stick Together if Protective Regulations Are To Be Worth While

**PACKERS' PROFITS?**

J. J. Morrison Expresses Himself on a Vital Question

When Ontario farmers have a fight on they always can depend on J. J. Morrison, the genial secretary of the U.F.O. to do his share of the fighting. He does not always act like a fighter, but he makes his blows count just the same.

When the editor of this page approached him last week with a few queries relating to the vexatious hog grading question, he was right on his toes.

Answering the first point as to what caused the controversy that has adorned the pages of the farm press, and of our papers, during recent weeks, Mr. Morrison remarked inconspicuously "Well, the farmer who has marketed good hogs, feels that he has lost something, and he is fighting against the powers that he to get back what he considers to be his own."

"You must remember," continued Mr. Morrison, "that some years ago Canada, and particularly Ontario, enjoyed a vigorous campaign that was destined to show the advantages that would accrue to her farmers if they would only produce a first class bacon hog. Many of our arguments used in the sound logic of arguments used in that campaign. The result was that in many parts of Ontario the thicker fat type of hog is practically extinct. A few years ago the payment of a premium on this bacon type of hog, known to the trade as 'Selects' pleased our farmers very much, and they were inclined to market if possible 'Selects' even though they could bring the thicker fatter type to a given weight more economically."

"I do not need to tell you" went on Mr. Morrison, "that Canadian farmers during recent years have paid much attention to co-operative marketing. One essential in co-operative marketing is a proper grading of the produce. In regard to hogs, it was felt that the desired end would be accomplished much more speedily, and to an extent that would be a real asset to Canada's hog industry if grading were made compulsory. Last April at the Dominion Swine Conference held in Ottawa a resolution was passed to the effect that at stock yards and abattoirs, and wherever necessary, hog grading should be compulsory, and that all information regarding grades should be given to the producers. The object was, of course, to make it certain that premiums on 'select' hogs would really reach the pockets of the men who raised the pigs."

"Imagine the surprise of our best hog producers when they learned that new regulations, drafted by the Dominion Department of Agriculture, omitted to provide for compulsory grading, and failed to provide for any report to the producer. Then on top of this came a change in the basis of the premium on 'selects' which hit the grower very little for the pains he took in trying to improve trade in Canadian bacon. The farmers were disgusted—they felt that they had been led into a trap. They had adopted the breeding types that were not really economically raised, as compared with the type they produced years ago. They had done this in the hope that Canada would become famous for her bacon type pigs, and also with an eye to the extra price they could get for this particular type. They do not want to do anything that will degrade the quality of Canadian bacon, and make it take a lower place than it has had during recent years—On the contrary, most of them would like to see it improved. That was why they asked for compulsory grading. They had a vision of Canada being rated in the top of the pork producing areas of the world, as far as quality is concerned."

"But," remarked Mr. Morrison, in a tone that showed his interest in the farmer, and a disappointment at the new development, "these regulations could not be accepted as anything but a rebuff. The honest hog men of good intentions felt that once more they had been played for 'suckers.' No one dares to deny that the old regulations with a premium on selects improved the type of Canadian hogs in many districts, and also resulted in the production of a class of bacon that was ap-

"Perhaps it is not too late yet," concluded Mr. Morrison encouragingly. "If farmers who produce hogs, and are anxious to keep Canadian bacon up to a high standard, thereby developing a sure and steady demand, will only stick together, and fight hard enough, the proposals made last April at Ottawa will yet be accepted, and the bacon hog will command a proper premium. Not only that, but stock yard buyers, and abattoir men will be forced to raise the hogs. I still have confidence in the fighting qualities of our swine men, and they know that they have the backing of the Live Stock Commission Department, of the farmers company and of the U.F.O."

Gordon, seven years old, was playing bandit, and for some time had been staggering around with his legs wounded, without actually tottling as a victim of the imaginary bullet. A neighbor watching the game called to him: "Gordon, why don't you fall down?" "I can't," answered the boy crossly; "I'm not allowed. If I had on my old pants I'd have been dead long ago."

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### Farm Notes

World's Records in Egg Laying.

The Superintendent of the Dominion Experimental Farm at Agassiz, B.C., (Mr. E. H. Hicks, B.S.A.) claims several world's records for egg laying at the farm. In order that these claims may be exactly understood, the official report for the year 1924 is here almost verbatim. After saying that he had previously 215 eggs per bird was regarded as high as could reasonably be expected, he reported that the year was closed with an average of 231 eggs per bird, that is 105,226 eggs from 450 birds, which is considered to be a world's record. Apart from this several other world's records were made both as to pen production (ten birds to a pen) and from individual birds. The pen that won the contest with a score of 3,057.5 points established a world's record. The pen which scored highest for egg production with a total of 2,948 eggs or an average of 291 eggs per bird made a world's record for number of eggs. The Barred Rock that finished in the lead with a total of 409 points with 326 eggs also made a world's record for points, all breeds. The outstanding record of all, however, goes to a S. C. White Leghorn belonging to the University of British Columbia, namely 351 eggs in 364 days.

Points are awarded on the following basis: one point for each egg averaging 24 ounces to the dozen; one-tenth of a point deducted for each ounce of a point less than 24 to the dozen; bonus of one-tenth of a point for each ounce of eggs that average more than 24 to the dozen. Eggs averaging more than 27 ounces to the dozen are regarded as just average, that number. Eggs averaging less than 29 ounces to the dozen, exceedingly badly shaped eggs, and soft-shell eggs are not credited.

Skim-Milk for Laying Hens.

Results of a series of tests carried on continually since 1922 at the Napuan, Nova Scotia, Experimental Farm, should prove valuable, particularly to the dairy farmer, since they indicate conclusively that skim-milk may be marketed through the egg at very remunerative prices. The details of the tests are given in the latest report of the superintendent of the Farm, which may be obtained from the Publications Branch, Department of Agriculture, Ottawa. The birds were reared with grain in the litter and mashed with grain in the hoppers. The grain mixture was made up of 100 pounds of wheat, 100 pounds of corn and 50 pounds of oats, while the mash mixture consisted of 100 pounds bran, 100 pounds shorts, 100 pounds corn meal, 100 pounds crushed oats, 25 pounds of alfalfa and 10 pounds charcoal. Two pens of birds were used in the experiment. One pen was given skim-milk as an extra and for the other pen beef scrap was added to the mash. In the five years in which the experiment was carried on the skim-milk fed hens showed an annual average profit of 23 cents per hen more than those fed beef scrap. It is only fair to assume that the increase is due to the value of skim-milk as a food for hens.

### Sunday School Lesson

September 18, Lesson XII.—The Kingdom Divided—1 Kings 12: 12-20. Golden Text—The people's death before destruction. And a haughty spirit before a fall—Prov. 15, 18.

**ANALYSIS.**  
I. EVIL COUNSEL, 1-11.  
II. THE DISRUPTION, 12-20.  
III. A PEACEMAKER, 21-24.

INTRODUCTION.—Solomon began well, but ended badly. His great wealth was his temptation and his ruin. He gave himself over to a life of luxury, his people were heavily taxed to maintain an expensive court, and his wives turned away his heart after other gods (11:4). So troubles multiplied for him in his later years. Adversaries appeared both on the north and on the south of his kingdom, and he lost territory which his father had conquered. There was discontent and incipient rebellion in Israel. The young king denounced his father, predicting the division of the kingdom. (See ch. 11.)

REHOBOAM WENT TO SHECHEM. David had been chosen king in Hebron by the men of Judah, 2 Sam. 2:3, 4, and after seven years by all Israel, 2 Sam. 5:1-2. Solomon had been proclaimed king at Shechem, ch. 1:32-40. This assembly at Shechem, an ancient and important city in the hill country of Ephraim, must have been due to the rule of Solomon, and with the growing influence and importance of the tribe of Judah. It is quite evident that the spirit of independence and freedom was still strong in the men of the north. No king's authority could be imposed upon them, but they themselves would choose their king. At Shechem, Judah would have no more influence in the matter than any other tribe.

REHOBOAM WAS AN EPHRAIMITE, who had been a servant in Hebron, and had been employed by him as an overseer or director of the labor which he required of the people in his great building enterprises, ch. 11:26-28. He had been incited to revolt by a prophet whom he displaced, for the favor of Solomon, who had been in the favor of foreign deities brought into Jerusalem by his foreign wives. His disaffection, having been discovered he was obliged to flee into Egypt, from which he returned at the call of his northern friends.

REHOBOAM MADE HIS CHOICE. His father made our yoke grievous, and that was the people's chief complaint. Solomon's expensive court, his many officers and servants, his army, his building of palaces, fortresses and temples, had become a heavy burden upon the people. They had to bear the cost, for while Solomon did add to his treasury some gains from foreign trade, he did not, like David, have in his later years the spoil and tribute of conquered lands. He was a man of a peaceable disposition. (See chs. 10:26-28; 11:1-13; 13:18; 15:3; 21:1-9; 22:1-12.)

REHOBOAM MADE HIS CHOICE. The old men, that stood before Solomon, gave good advice. Rehoboam himself was forty-one years of age and should have gained some wisdom. He was a man of a peaceable disposition. He was a man of a peaceable disposition. He was a man of a peaceable disposition.

REHOBOAM MADE HIS CHOICE. The rough words with which Rehoboam answered the people's deputation, of course, figurative; but to a proud and high-spirited people they must have been peculiarly offensive. The scorpions (vs. 11 and 14) are deadly as long bags of leather stuffed with thorns. Being full of thorns, the scorpions give a similar name to a whip the lash of which was loaded with sharp-edged bits of metal.

REHOBOAM MADE HIS CHOICE. The prophecy of the prophet Ahijah, who was found in ch. 11:29-39, the break of the people was immediate and decisive. They would be ruled no longer by the house of David. The old feud between Judah and the other tribes was revived. Judah alone remained. The pious historian sees in all this the hand of God fulfilling the word of the prophet.

REHOBOAM MADE HIS CHOICE. The folly of sending Adoram who was over the tribute, or levy of forced labor, was of a piece with the other acts of the king and his mad counselors. His fate at the hands of the enraged men of Israel might have been anticipated. The king sought safety in flight.

REHOBOAM MADE HIS CHOICE. The tribe of Benjamin, whose territory lay to the north of Judah and bordered upon Jerusalem, seems to have adhered in part to Judah. But it must be remembered that in several passages it is distinctly said that one tribe only remained with Rehoboam. (See for example, chs. 11: 13, 32, 36, and 12:20.) Another difficulty lies in the almost incredibly large number of men said to have been gathered for war with Israel, v. 21. The number may have been overestimated in the Bible's records.

### Better Business Letters and How to Write Them

Maurice W. Wesesen outlines the fundamental principle of business letter writing in an article on that subject appearing in *The Outlook*. "First of all," writes Mr. Wesesen, "the correspondent who is to be successful must have a definite purpose and must be thoroughly conscious of that purpose. He who aims at nothing is pretty sure to hit it. This truth applies with special force to letter writing."



"In order to accomplish his purpose, the correspondent must know his subject, and he must know it thoroughly. He cannot collect an overdue account or make an adjustment, or handle a request for an extension of credit, unless he knows the general principles underlying these problems, the general policy of his firm in dealing with them, and the circumstances of the particular case that is before him."

"Information about the person to be addressed is almost as important as knowledge of the subject itself. The successful correspondent must be a serious student of human nature and of human psychology. He needs to know, in the first place, the characteristics that are common to all men. And, in addition, he should acquire information about the individual whom he is addressing, his circumstances, his vocation, his needs, and his desires."

"Promptness in correspondence is one of the best of credit and business builders." In this slogan the National Association of Credit Men has given recognition to another fundamental principle of business-letter writing. Many firms require that all letters must be acknowledged on the day they are received, whether or not final answer can be made at that time. This requirement is based on an understanding of a fact of human nature, namely, that every person likes to receive immediate attention. Delay is, of course, preferable to hastily constructed letters which fall to accomplish their purpose and endanger the future welfare of the business.

### A SMART ONE-PIECE FROCK.

The chic simplicity of this one-piece frock will appeal at once to the mistress or small woman of discriminating taste as a smart style for all day-time wear. There is an inverted plait in the centre front and at each side seam, thus providing for the necessary skirt fulness without sacrificing the modish slim lines. The V front ends in two scallops, while the separate vestee has a becoming convertible collar, and the long dart-fitted sleeves are finished with shaped cuffs. Patch pockets adorn the front, and there is a narrow belt across the back. View A shows the vestee in contrasting material, while View B is of one material with the edges of the front, pockets and cuffs effectively bound. No. 1549 is in sizes 16, 18 and 20 years. Size 18 (36 bust) requires 8 1/2 yards 89-inch material, or 2 1/2 yards 54-inch. Price 20 cents the pattern.

The secret of distinctive dress lies in good taste rather than a lavish expenditure of money. Every woman should want to make her own clothes, and the home dressmaker will find the designs illustrated in our new Fashion Book to be practical and simple, yet maintaining the spirit of the mode of the moment. Price of the book 10 cents the copy.

### HOW TO ORDER PATTERNS.

Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred; wrap it carefully) for each number; and address your order to Pattern Dept., Wilson Publishing Co., 73 West Adelaide St., Toronto. Patterns sent by return mail.

Grocer—"My son—the one that used to help me in the shop here—has gone in for boxing. Won a championship, too!" Customer—"Aye, I remember him. I suppose he'll have won the light-weight championship?"

It had just struck eleven o'clock and conversation in the drawing room where Isabel entertained Ivor, was beginning to have its flat spots. "A manner for your thoughts," remarked Isabel suddenly. "I was thinking it for something in Mrs. Sterling's?" "No, no," roared the harassed one: "in women's clothing! I've lost my wife."

### Canadian Board Sets New Rate For Coast Grain

Freight Charges Are to Be Equalized With Those Obtaining Eastward

Ottawa—The judgment of the Board of Railway Commissioners issued here, giving the export rate of grain via Vancouver the same advantage as grain for export eastward to the head of the lakes, as now obtains under the Crown Post Pass agreement, and also ordering a reduction on grain rates from head of the lakes ports eastward, is expected by railway officials to result in a very substantial reduction in railway revenues, running perhaps into millions of dollars annually.

The board orders that the rates on grain and flour from all points on the Canadian Pacific branch lines in the three prairie provinces to the head of the Great Lakes be equalized with the present Canadian Pacific main line rates. The rates required to adjust their rates correspondingly. This, it is stated, will mean reductions from every point located on branch lines or any railway in western Canada which exceeds the main line scale of rates.

The reductions in rates on grain and flour will involve, according to rate experts, in the aggregate, several million dollars, which will neutralize the advantage of the grain growers of western Canada.

West-Bound Rates Revised

The export rates west-bound to the Pacific coast are also revised so as to put all branch line points on a footing of equality with C.P.R. main line points. This is an important revision of advantage particularly to grain shippers in Alberta and Saskatchewan.

Freight tariffs on merchandise shipped from distributing centers in the three prairie provinces are ordered to be revised so as to secure the advantage of the short haul mileage. At the present time these distributing tariffs are based exclusively on Canadian Pacific Railroad distances.

The rates on grain for export from Port Arthur, Fort William, West Port and Armstrong to Quebec via the Transcontinental Railway are reduced to 18.34 per 100 pounds and further. Quebec is put on the same footing as Montreal in respect of export rates on grain from Georgian Bay ports and from Toronto and points west on general merchandise.

By the order, it is explained, all localities in the three prairie provinces are now put on the same footing for all their export business, whether moving eastward to the Great Lakes or westward to the Pacific ports.

### Fair Rates Sought

The decision of the board has been awaited with keen interest since June, 1925, when it was directed by Parliament to make a thorough investigation into the rate structure of railways and railway companies subject to the jurisdiction of Parliament, with a view to the establishment of a fair and reasonable rate structure which would be substantially similar in its application to all persons and localities.

This would permit of the freest possible interchange of commodities between the various provinces and territories of the Dominion, and the expansion of its trade, both foreign and domestic. This would give due regard to the claim on behalf of the maritimes, that they are entitled to the reduction of the rate basis which they enjoyed prior to 1913, the encouragement of the movement of traffic westward and eastward through Pacific coast ports owing to the expansion of trade with the Orient and the transportation of products through the Panama Canal.

### Lost Dog

The Londoner, staying at a tiny, out-of-the-way country town, lost his dog, a valuable Airedale, so he went to the police and then to the local newspaper. "I want to see the advertisement manager."

"Sorry, sir. He's out."

"Well, his assistant!"

"Sorry, sir. He's out too, sir."

"Then may I see the editor?"

"Sorry, sir; he's out."

"Great Scott!" shouted the visitor. "Everybody out!"

"Yes, sir. They're all looking for this 'ere lost dog."

A word to the wise is sufficient, but it is generally easier to find the word than the wise.

### Automatic Broadcasters Fog-Bound Ships

An aid to ships at sea in fog has been patented by Edward of Brockton. The apparatus, called a "Special Device for Fog Collisions at Sea in Fog," casts the ship's course, its speed, call letters and is operated independently of the ship's radio equipment.

The apparatus consists of a constructed broadcasting station element automatically set on course readings from the compass with a separate gram and transmitting the speed, set manually and adjusted to the of the ship as occasion demands call letters are sent out on wave to prevent its interfering with the regular radio equipment. A sending range of from ten to fifty miles and its primary purpose use in heavy fog. It is claimed it might also prove of some value in cases of distress but this is its short sending range, was of secondary importance.

Mr. Sperry, it was said, in 1918 the patent was granted by the G.O. about ten days ago. The office of the Sperry company reported that the simplicity of operation, which is entirely excepting for the dram recording transmitting the ship's speed broadcast range of about fifty miles would make it a valuable aid to ships at sea during difficult conditions. It was pointed out that at the time the smugling qualities of down ship's whistles, making imperative that speed be reduced to a minimum in order to avoid collisions.

It is a poor rule that works both ways.

Mr. Sperry—"Do you believe in phrenology?" Mr. Bore—"No. As an experiment I once went and had my head read, and I found there was nothing in it."

### MUTT AND JEFF—By Bud Fisher.

MUTT, I JUST GOT BACK FROM TAMPA: IT'S A FINE CITY AND THE LION TAMERS HAVE A NIFTY CLOWN AND SUCH. GAMBLING YOU NEVER DID SEE: I TOOK A FLYER MYSELF ON THE ROULETTE WHEEL!

HOW'D YOU MAKE OUT?

WELL, I STARTED OUT BY LAYING TEN ON THE BLACK: I LOST! I DOUBLED MY BET AND I LOST AGAIN!

\$10  
\$20  
\$40  
\$80  
\$160  
LOSS

THEN I BET FORTY AND I LOST THAT! I GOT VEGGIE DESPERATE AND DOUBLED AGAIN! THE RED CAME UP AND I KISSED THE EIGHTY GOOD BYE!

\$30  
\$40  
\$80  
\$160  
LOSS

YOU KNOW I'M A PLUNGER AND FOR A WONDER I HAD WILL POWER ENOUGH TO QUIT RIGHT THEN!

YOU WEREN'T BROKE WERE YOU?

NO! BUT I FIGURED A DOLLAR AND A HALF WAS ALL I COULD AFFORD TO LOSE!

Next day the paper appeared, but no one claimed the reward, so the Londoner went to the newspaper office again. "I want to see the advertisement manager."

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