

Improbable Tales

By MRS. W. B. BAILEY

As Mrs. Blackford talked with two of her neighbors, Mrs. Elliott and Mrs. Connor, she went on with her preparations for the luncheon which she must soon serve to hungry school boys and girls.

The two friends had just sepped into the bright, sunny kitchen for a few minutes' chat. Somehow, they always felt much more cheerful and happy after a little visit with this busy, happy neighbor. She seemed to them just full of all sorts of helpful ideas.

Bobby, aged five, just home from Miss DuVal's Kindergarten, skipped gleefully into the room. "Mother," he eagerly began, "there's a great big old freight train down there on the track and it's running right over a little freight train. It sure did. Right down there on the crossing." Out he skipped again.

"Now if that isn't just like a child of that age! Maudie Marie is always making up the most awful stories you ever heard, and she sticks to them as the truth," said Mrs. Connor.

"Don't you correct Bobby for telling such falsehoods, Mrs. Blackford?" asked Mrs. Elliott.

"No," said Mrs. Blackford slowly and thoughtfully, "I don't scold him, if that is what you mean. Anyway, he hasn't told a falsehood." "Hasn't told a falsehood? Didn't he just tell you that one train ran over another one?" demanded Mrs. Elliott.

"Yes, he did, but to him that is a truth. It really happened. He just hasn't entirely learned in which place it happened."

"Will you please explain?" asked Mrs. Connor sensing a good idea back of all this.

"Children of his age are often confused when their imaginations begin to develop; they are sometimes really uncertain which events are purely imaginative and which physically true. They have two complete and different worlds, in both of which they live actually and actively. One is just as real and vital to them as the other. But at this moment she heard Bobby returning and stopped in her explanation.

Her neighbors were anxious to hear what was to come this time. The mother calmly continued her work about the kitchen.

"Mother, there was the nicest little freight train down there on the track a while ago—puffing along like this—chuff—chuff—Hands and feet assisted him in being a train—feet scuffling, arms working like drivers on the drive wheels. And directly, along came a great big old freight and ran right over the little one and mashed it flat. It's right down there on the track yet." Out he hurried as though to look at the fearful remains again.

"I am gradually showing Bobby which world is which, and he will come out of it all right," continued Mrs. Blackford as soon as her son was out of the kitchen. He'll be back and explain that he understands the train episode was imaginary—a story. I have watched and helped too many safely through the same thing to be at all alarmed about it. I was so embarrassed and worried about my oldest son, though, when he had this experience. Sometimes dogs were bears; horses, elephants; and once crows were negro angels."

"Here he comes again," whispered Mrs. Connor.

"This time Bobby came more slowly, riding a horse."

"Mother, there's just one train down on the track. It's just the same old freight that's down there every day, but that was a good story wasn't it—the one I told about the big train and the little train?"

"Now the trouble with us," said Mrs. Elliott, "is that we should have told the boy he falsified at once and made him so stubborn he could never have seen the straight of the thing."

"You have suggested the only danger about the whole situation," responded Mrs. Blackford. "Continually tell an imaginative child that he lies and he will very likely begin to practice real deceit. We need to try to understand the little mind, and to help from the child's viewpoint, not ours."



"If a woman had charge of the penitentiaries no man would ever be allowed to finish a sentence."

When better automobiles are made, most of us will still be paying for the ones we have now.—San Diego Union.



Is your daughter enjoying life?

IT is just in her "teen age" that a girl should be getting the most fun out of life!—Yet so often it happens that girls of sixteen- to twenty have outgrown their strength—become quickly tired, pale, nervous, generally run-down and unhappy!

These are sure signs of anemia, a condition that results from thin, worn-out, under-nourished blood. Dr. Williams' Pink Pills have corrected this in thousands of girls. Here is the actual experience of Mrs. Ben Nicholas of Erieau, Ont.

"My daughter was in a run-down state. She was easily tired and did not wish to associate with others. As this was unnatural, I began giving her Dr. Williams' Pink Pills, and they soon made a strong healthy girl of her. Now she is as happy a girl as one would wish to see."

Start your daughter on this proven treatment now by buying Dr. Williams' Pink Pills at your druggist's or any dealer in medicine or by mail, 50 cents, postpaid, from The Dr. Williams' Medicine Co., Brockville, Ont.

Dr. Williams' PINK PILLS
"A HOUSEHOLD NAME IN 54 COUNTRIES"

Helpful Hints

A very effective and agreeable disinfectant is a tablespoonful of ground coffee, put on a live cinder in a coal scoop or shovel without holes; the smell is very pleasant and it pervades the whole house.

When opening a wooden box that has been nailed down, take all the nails carefully out with pincers before putting it away. Rusty nails have caused blood-poisoning and death in several cases.

A teaspoonful of orange flower water in either hot or cold water, or warm milk, is a very cooling and tonic drink for a fever patient. It is also very nice for flavoring custards or blanc-manges, and is less common than other flavorings.

A flower pot seeded with parsley will supply a green garnish for the table throughout the winter months. It should be kept in a sunny window.

To keep a loaf fresh for as long as possible, cut in the centre and use from each side. By placing the two cut edges together and wrapping in a clean cloth they will keep fresh and moist.

Tiled hearths should never be washed with water, as this causes the enamel to split. Dip a cotton cloth in turpentine and rub the tiles until they are clean. Polish with a soft cloth.

Lemon will tend to keep acidity down, for although this juice is thought of as acid it really has an alkaline reaction in the blood. Serve this to the family as often as you can: 6 cups cold water, 1 cup sugar, juice of 6 lemons. Put sugar in cup, add cold water. Stir until sugar is dissolved; add lemon juice, and serve immediately.

Tons of Rouge

Women in the United States went in strongly for beauty aids last year. Four thousand tons of powder alone, and enough lipsticks to reach from Chicago to Los Angeles by the way of San Francisco were used. Figures presented at the tenth annual convention of cosmeticians and hair artists went further. There was also used: 2,500 tons of cleansing cream; 26,650 tons of skin lotion; 19,109 tons of complexion soap; 17,500 tons of nourishing cream; 8,750 tons of foundation cream; 6,562 tons of bath powder, and 2,375 tons of rouge.

An expert from the outside was called in. He took one look at the broken down equipment, tapped it in a certain place with a hammer, and told the man in charge to start the plant. His bill was \$250. When the town council asked him to itemize the bill, it came through thus:
Tapping with hammer.....\$ 1
Knowing where to tap.....249.

Kill that corn with Minard's Liniment

Next Speed Bid On Sea, Says Segrave

Far-Reaching Development in Shipbuilding Foreseen in Future

SLOW TRANSPORT

Faster Boats Mean More Trade and Closer-Knit Empire

With the nation rapidly becoming more air-minded day by day, it is the fashion to say that Britain's future lies in the air. This is, of course, true, but only to a certain extent.

The British Empire was originally built by sea. It is knit together by the sea, and its commercial future must continue to exist by the sea until such time as aerial development has reached a pitch at which the carrying of heavy cargoes by air is an accepted and an economic fact, writes Major Sir Henry Segrave, in the London Sunday Express.

I foresee that a far-reaching development is coming in shipbuilding which will, in due course transform the future of shipping, and increase the prosperity of this country. This development must be in the direction of increased speed.

Our ships are too slow. It takes 38 days for the average cargo boat to come from Melbourne to London with a cargo of fruit or frozen meat. It should take only 20 to 25 days in future.

HALF THE TIME.

Go to New York by fast liner and it costs you seven days in valuable time. You should be able to leave Southampton on Monday morning and dine in New York on Wednesday night. You can now do it by airship—but not all people like the air, and you cannot send coal or wheat by airship.

Goods from Capetown take about 20 days to come 6,000 miles. It should be halved at least in the future. The same applies to every corner of the Empire which has seaborne trade and communications.

More speed means more trade, less cold storage, less loss by depreciation, less unemployment, quicker Dominion development, greater understanding between nations, and a closer-knit Empire.

The current idea seems to be that airships and airplanes alone can accomplish these ends. I disagree. Aircraft, from a commercial point of view, for some years to come, at any rate, will be more or less uneconomic proposition.

That the development of speed in ships has virtually stood still for the last 20 years has been proved by the recent performance of the 22-year-old Mauretania against the super-modern Bremen.

Motor cars have practically reached the limits of perfection. Railways, like ships, have also remained stationary, or nearly so, from the point of view of development, but their have attained a much greater degree of efficiency than ships.

BREMEN SPEED.

The Mauretania, 22 years old, can still almost equal the speed of the brand-new Bremen. I hear that the Bremen did not do her utmost when she set up the new record. What if? Even if she can do the Atlantic crossing in 10 hours, or even a day, less—what does that prove? Merely that a certain advance has been made—an advance which one naturally and justifiably expects after 20 years of research and re-designing. But as an advance, as the fruit of 20 years, it is not enough.

Twenty years ago motor cars could not travel at a hundred miles an hour. Today they can more than double that speed.

Twenty years ago airplanes could not fly at a mile a minute. Today they can do five, perhaps six, miles a minute.

Motor cars, then, in twenty years, have more than doubled their speed. Airplanes have quadrupled theirs. And shipping—the most vital of all the services that bind our Empire and bring our daily bread—shipping cannot show an increase in speed of even one-fifth of the rate it was capable of when I was a boy of thirteen and many of my readers were in their cradles!

OTHER FACTORS.

Comfort, carrying capacity, size, fuel and safety devices have all been improved on. Speed alone remains practically static.

What is the cause of this lack of progress? I would put the answer in one word—design.

The design of ships, in its broad principles, has altered little since the first Viking galley grounded on these shores. The modern ship, like the galley, still has a keel, a sharp bow, and a deep hold.

She is still half submerged, and she still plows her way forward against the resistance of the water.

That is where she is slow. Engine a ship as powerfully as you like and still an enormous amount of her horsepower will be wasted in overcoming the resistance of the water.

There should be as little as possible water resistance.

The ship of the future must come out of the water if it is to develop its speed. It must travel over and on the surface of the water, but not in it. That is the direction in which future development lies.

IDEAS REVISED.

Modern speed boats have shown the way, just as the early racing motor cars pointed the way for all the big improvements in motor car design.

The first time I travelled at more than 85 m.p.h. on the water caused me to revise my preconceived ideas about the sea.

Speed boats are a recent development in this country, where, as is nearly always the case, anything new is looked on askance, until it is an established fact. Judged by America we are many years behind in the design of high speed commercial water craft. During the next few years new super-speed liners and cargo boats must inevitably be developed on high-speed principles.

The modern high-speed runabout goes fast because, unlike boats of equal size built before now, it rises to the surface and glides along the top of the water, instead of pushing its way through it, as has hitherto been the case.

Any one can easily realize that, with a given amount of horse-power, a boat will travel faster provided that by reason of its design it glides along the surface of the water instead of plowing through it, when the greater part of the given horse-power is expended in separating the water, so to speak, and cutting a path for itself. In large boats the water thus displaced runs into thousands of tons.

PRINCIPLES OF DESIGN. The principle on which the modern speed craft are designed is called the "hard chine" principle. It has hitherto been applied only to small craft of up to fifty feet in length, because it was believed that the absence of the keel immersed well below the surface detracted from the sea-worthiness and stability of the boat. Experiments now in progress in America have shown that this theory is a fallacious one. The difference between the two types is, to put it simply, that the "hard chine" boat must be handled differently in a heavy sea from that of orthodox design.

LINER OF FUTURE. I visualize that the great liner of the future, and equally the cargo vessel, will have a greater cam and less draught than the liner of today, and will be designed on the "hard chine" principle. In consequence the power needed to drive her at the higher speed will be less in proportion to that which is needed to maintain a speed of, say, twenty-eight knots today with the present design.

It will, of course, be argued by many naval architects that a boat will be unseaworthy in heavy weather, but I do not think that this will prove to be the case any more than the present-day lines is equally unseaworthy in bad weather. Those who have made many voyages across the Atlantic know that when bad weather is experienced, even with such gigantic ships as the Majestic or the Berenaria, they have to slow down to speeds of something like ten knots, or under for hours at a time until conditions improve.

On the sea, over the next ten years, I feel sure that great scientific developments will take place, and such a result of data now being obtained from experimental work in connection with high-speed power craft.

When the maximum point of efficiency has been reached with a certain design, there is only one thing left to do, and that is to change that design and adopt an altogether different principle.

The principle on which a modern speed boat is built is absolutely different from that on which the passenger liner and cargo vessel have hitherto been built. Whether this principle can be adapted to ships of this nature will be proved during the next few years, but I venture to think that it can.

At any rate, the opportunity to adapt it and experiment with it lies before British naval architects, who, if they are bold enough to take it, may revolutionize British shipping and maintain our superiority at sea.

Tempers and Food. The best cherry pie in the world, the prettiest china, and the most attractive dining room could very little in making a meal a success if it is accompanied by family quarrels. Parents who fall into the habit of giving way to strained nerves by unpleasantness and bickering at meals usually are not aware of the far-reaching and harmful effects this has on their children. Meals should be pleasant social functions, not battlegrounds. Father may feel relieved temporarily if he takes out on mother at dinner what he feels toward some neighbor, and mother may think that she is justified in making a cutting remark. In return, but neither realizes how disastrous the effects may prove. Take advantage of meals as chances to knit the family together; don't spoil the happiness and therefore the appetite and digestion of the children. The child who must sit by day after day to see and hear his parents quarrel is robbed of a sense of security that can be had only when harmony exists. His natural faith in the two great authorities in his world is badly shaken when he sees them quarrelling. For the health, happiness and future success of children, parents will do well never to combine tempers and food.

An Eastern contemporary records the birth of a baby girl with two tongues.

Stop Colds with Minard's Liniment.

French and English

Toronto Star (Ind.): It would be well if every Canadian could speak French as well as English. The matter that worries Orangemen appears to be the fear that under the present educational regime French may be used as the language of instruction in every form of the schools in certain districts and the children of the English minority may become unable to adequately learn and properly to speak and write the language of their race, as is the case of many families in the Province of Quebec.

No Hope!

Rather nervously the little tailor walked up the steps and rang the bell of the West-End mansion.

"Is Mr. Gerald Lastword in?" he asked the man who answered his summons.

"Yes, sir. Will you come in?" the footman invited. "Mr. Gerald is in the library."

"Thank goodness!" murmured the little tailor fervently. "I am going to see my money at last."

But the footman had overheard this remark.

"Oh, don't make that mistake!" he said. "If Mr. Gerald had any money, sir, 'e wouldn't be in, believe me!"

WHEN BABY IS WELL MOTHER IS HAPPY

The happy mother is the one whose baby is well—it is the laughing, gurgling baby who always brings joy to the home. When baby is ill everyone in the home suffers—not only through worry over the little one but through loss of sleep—no one can rest with a sick baby in the home. Thousands of mothers are happy mothers because they have found the way to keep their little ones well—or if sickness does come on suddenly, as it usually does with little ones, they have found the way to speedily bring the baby back to health again. Mrs. George Keck, Lindberg, Alta., is one of these mothers and she writes as follows:—"I am the happy mother of a seventeen-month-old baby girl. Baby is healthy and strong and sleeps well at night. I give her no other medicine, but Baby's Own Tablets and she just loves them. I am never without the Tablets in the house."

Baby's Own Tablets are a mild but thorough laxative which regulate the bowels; sweeten the stomach and thus drive out constipation and indigestion and make the cutting of teeth easy. They are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.



"People who try to get back money they have loaned know there are no early settlers in this country."

Builders

Our business is not to build quickly, but to build upon a right foundation, and in a right spirit. Life is more than a mere competition as between man and man; it is not who can be done first, but who can work best; it is not who can rise highest in the shortest time, but who is working most patiently and lovingly in accordance with the designs of God.—Rev. Joseph Parker, D.D.



What most people call indigestion is usually excess acid in the stomach. The food has soured. The instant remedy is an alkali which neutralizes acids. But don't use crude helps. Use what your doctor would advise. The best help is Phillips' Milk of Magnesia. For the 60 years since its invention it has remained standard with physicians. You will find nothing else so quick in its effect, so harmless, so efficient.

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RED ROSE TEA

"is good tea"

RED ROSE ORANGE PEKOE is extra good

Britain Retains Task in Palestine Will Not Abandon Her Trusteeship as Mandate

London.—Great Britain's policy of withdrawal in Egypt is not to be followed in Palestine. Lord Passfield's declaration to this effect, together with efficient control in Palestine and the punishment of the guilty, irrespective of race, will do much to soften the blow to British prestige through the Egyptian demarche.

In the Egyptian matter the British Government awaits the Egyptian verdict, and holds that an agreement must be with the Egyptian nation and not with the Government of the moment. Labor sees the conditions as follows: First, the verdict must be given by the whole Egyptian nation, and not by a restricted electorate; secondly, the elections must be free from any suspicion of coercion or ill-will, with freedom of speech and freedom of the press established, and no question of Government influence through loyal officials; and thirdly, the proposed settlement must be put fairly and squarely up to the electorate—the fulfillment of any one of which conditions would be almost miraculous in any Oriental country.

Royalty of Friendship

Such is friendship, that through it we love places and seasons; for as bright bodies emit rays to a distance, and flowers drop their sweet leaves on the ground around them, so friends impart favor even to the places where they dwell. With friends even poverty is pleasant. Words cannot express the joy which a friend imparts: they only can know who have experienced. A friend is dearer than the light of heaven, for it would be better for us that the sun were extinguished than that we should be without friends.—St. Chrysostom.

The Road to the North

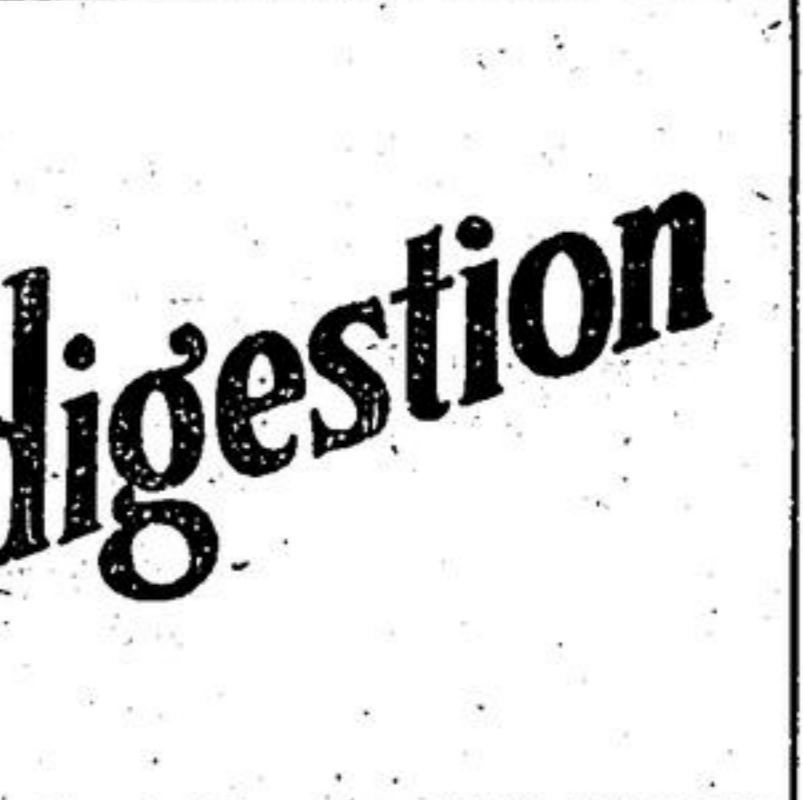
London Free Press (Cons.): It is not too much to predict—impossible to envision—a great new empire in Canada within the next two decades. Cities will follow agricultural communities, and industries come wherever men gather together in numbers. The railways have blazed the trail, and manufacturers will follow. The addition of this great area will make Canada the most powerful nation upon the face of the earth—truly the granary of the world—and this will mean a very great power indeed in the political and economic councils of the nations.

"Her father loathes borrowers of any description. If I had known that six months ago, Julia and I would have been married now." "Yes, we all thought you had made a good impression on the old man. What caused him to show you the door?" "Well, you see, I tried to wangle a loan and after that there was no hope for me although he had almost decided to accept me as his son-in-law." "A case of touch and go, apparently."

Physics Teacher—"What steps would you take if this poisoning gas escaped?"—Student—"Long ones."

LUXO FOR THE HAIR

Ask Your Barber—He Knows



One tasteless spoonful in water neutralizes many times its volume in acid. The results are immediate, with no bad after effects. Once you learn this fact, you will never deal with excess acid in the crude ways. Go learn now—why this method is supreme. Do sure to get the genuine Phillips' Milk of Magnesia prescribed by physicians for 60 years in correcting excess acids. Each bottle contains full directions—any drugstore.

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HEATING STEAM BOILER. 150 H.P. very cheap, apply Watkins Room 421, 73 Adelaide Street West Toronto.

Art

There is no better deliverance from the world than through art.

Sunday School Teacher—"Ethel dear, you have been a very good girl to-day." "Yeth'm," responded Ethel. "I couldn't help it. I dot a 'tiff neck'."

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Bathe with Minard's in warm water, rubbing into aching parts. Soothing and relieving.

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There are three trying periods in a woman's life: when the girl matures to womanhood, when a woman gives birth to her first child, when a woman reaches middle age. At these times Lydia E. Pinkham's Vegetable Compound helps to restore normal health and vigor.

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"A Miracle!"

Cripple now walks well thanks to Kruschen

"For over eight months I was laid up with rheumatism, unable to move when I was advised to try Kruschen Salts. It was almost a miracle, but without a word of a lie I was able to be taken to the front door in less than a week! In a few days I was out with the help of crutches; and in a short time I was walking well. This is not a one-week testimonial, but four years."

"I have taken it ever since, and I need not a pinch of rheumatism now. I tell everybody about it, and advise them to take it. I will close my letter hoping you will publish it for others to see."

Original letter on file in inspection. Kruschen Salts is obtainable at drug and department stores in Canada at 75c a bottle. A bottle contains enough to last for 4 or 5 months—good health for half-cent a day.

ISSUE No. 39—29