

Empire Games Ended Canadian Records Fall

Percy Williams Is First in 100-Yard Dash, But Strains Leg Tendons and Will Be Unable to Compete at Chicago.

Hamilton, Ont., which fell continuously during the program at the British Empire Games on Saturday, Aug. 23rd, drenched the 13,000 spectators, who filled all available space within the Civic Stadium, but failed to dampen their enthusiasm for the competition, which concluded the greatest set of athletic games ever held in Canada.

Unfavorable weather, the first encountered during the week of the games, no doubt helped in relieving the great demand for accommodation, and while Saturday's attendance far exceeded any previous mark for track and field sport in Canada the sun, when it came out on Saturday, one week ago, it is questionable if the fences which surround the Stadium would have stood the strain. Added seating accommodation failed to fill the demand, as it was and many stood throughout the afternoon, despite the rain, to witness a program filled with record-breaking achievements.

Canadians Do Well

To Hamilton for the staging of the games, goes great credit. The competition was the best ever seen in the Dominion. Records were broken in nearly every event on the track program, while the performances in the field events were also of a high order. Canadian athletes supplied the features in nearly every event, and in none were they disgraced. On closing day the wearers of the Maple Leaf for the first time, led all parts of the Empire in the number of victories scored. Canadians placing first in five of the nine events on the program. The last event, the pole vault, won by Victor Pickard of Hamilton, was, incidentally, the only triumph of a Hamilton athlete during the entire program of track and field competition.

Canada's triumph on Saturday in the 100-yard dash was bought at a high price, Percy Williams, the "nonpareil," pulling up lame after crossing the finish line three yards a victor over E. L. Page of England, whose first lunge at the tape was just sufficient to beat out Johnny Fitzpatrick for second position. Delay in the start of the race is perhaps to blame for the injury to Williams. The Vancouver flier was cut, ready for the event at least ten minutes before it was started and, with rain falling most of the time, it is likely that he became chilled before going to his mark. Added to the delay were two false breaks, in which Legg and Gerhardt, the South Africans, were the offenders. On the third trial, however, the runners got away to a beautiful start, and Williams was seen streaking out from the field by the time the 15-yard mark was passed.

He appeared to have the race at his mercy. Finishing easily a victor over his rivals, he was seen partially to stumble just after he breasted the tape, and he turned into the lane in which Johnny Fitzpatrick was running. "Fitz" pulled up short and seized Williams, who was in pain, having severely wrenched the tendons of his

left leg, a similar injury to that he suffered in the race with Eddie Tolant at Vancouver a year ago last July, and one which kept him out of competition for nearly a year. He was assisted into the dressing-room, and was unable to come out to the dais for the "bag salute" for nearly an hour. When he did mount the dais he was limping badly.

The shouts of the crowd when Williams crossed the line a winner were deafening, but they were brought short when it was seen that he was injured. Although the Olympic champion attended the banquet at night given the athletes and officials, and has been named on the team to compete at Chicago on August 27th, there is no possibility of his being a participant in the international competition. Leigh Miller, the Hamilton sprinter, will probably take his place.

EMPIRE CHAMPIONS

Track and field champions of the British Empire crowned during the week of the British Empire Games are:

- | Track and Field | |
|---|--|
| 100-yard dash—Percy Williams, Canada. | |
| 220-yard dash—S. E. Englehart, England. | |
| 120-yard hurdles—Lord David Broughley, England. | |
| 440-yard hurdles—Lord David Broughley, England. | |
| 440-yard run—Alexander Wilson, Montreal. | |
| 440-yard relay—Canada (Miller, Adams, Fitzpatrick and Brown). | |
| 880 yards—T. Hampson, England. | |
| One-mile run—R. H. Thomas, England. | |
| One-mile relay—England (Leigh-Wood, Townend, Broughley and Brangwin). | |
| Two-mile steeplechase—G. W. Bailey, England. | |
| Three-mile run—S. A. Tomlin, England. | |
| Six-mile run—W. J. Savidan, New Zealand. | |
| Marathon, 26 miles and 385 yards—D. McL. Wright, Scotland. | |
| Running hop, step and jump—Gordon Smallacombe, Canada. | |
| Hammer throw—M. C. Nokes, England. | |
| Shot put—H. Hart, South Africa. | |
| Discus throw—H. Hart, South Africa. | |
| Javelin throw—S. A. Lay, New Zealand. | |
| Running high jump—J. H. Viljoen, South Africa. | |
| Running broad jump—Leonard Hutcheon, Canada. | |
| Pole vault—Vic Pickard, Canada. | |

A complete detailed standing of track and field championships at the British Empire Games, concluded Saturday, is as follows:

Champion	2nd	3rd
England	9	10
Canada	6	4
South Africa	3	2
New Zealand	2	0
Australia	0	3
Scotland	1	0
British Guiana	1	0
Ireland	0	1

St. Hubert Airdrome Established Record in Handling of R-100

Indicative of the rapid strides by which ground operations in lighter-than-air transport are progressing, the recent handling of the R-100 at St. Hubert Airdrome at Montreal gives promise of a day when huge dirigibles will be berthed, serviced, loaded and unloaded with greater speed, less expense and smaller crews than is now necessary for medium-sized steamships. Ground operations have always been a serious damper on the enthusiasm of the promoters of airship transport, and engineering problems in the task of obviating the ground crews of 300 to 400 trained men have been intricate.

The new mast at St. Hubert, however, with many novel features, built by the Canadian Government, has established several records. First among them is the complete docking of the giant dirigible in twenty-seven minutes after the first landing line was dropped. Then, through the centre of the 205-foot tower the passengers and crew were brought to earth in a twelve-passenger elevator. Afterward, through permanent lines within the tower, the ship was completely resealed with fuel, hydrogen and other necessities.

The last two operations were elementary compared with the task of erecting the machinery which moored the great vessel in so short a time. Eliminating the twisting strasses, providing power to reel in the ship accurately and evenly despite wind gusts, and the fact that no great strain could be placed on any one point of the delicate structure of the ship, presented serious problems to the engineers.

The completed mast shows an intricacy commensurate with the problems involved. A main cable of extremely high tensile strength is mounted on a winch governed by variable, high-speed gears. Two other auxiliary cables are mounted on similar winches but do not strain other than that of the side sway of the ship in

the wind is to be placed on them. As the R-100 approached the mast at 600 feet altitude, the main cable was drawn out on the ground to a white marker to leeward of the mast. The landing line was dropped from the ship as near to the marker as possible and attached to the main cable with a special coupling. The engines were shut down and the winch was carefully tied to take up all the slack without jerking the ship. Then the cable was reeled in.

When the line became taut the two auxiliary lines were attached to the sides of the forward quarters of the envelope, making the yoke to the mast in the form of a triangle. With slightly greater tension on the main cable, all three lines were reeled in together by the accurate synchronizing mechanism of the winches. The two auxiliary cables guided the ship's nose cone directly into the mooring bell, where, once fastened, all lines were cast off and reeled further in to await the next mooring operation.

The reeling was done at speed varying with the distance of the ship from the bell. The speed of the main cable varied from 150 to one foot a minute, slowing as the ship drew nearer to prevent momentum from causing a crash against the top of the mast.

"Why don't you get married, Thomas?" a vicar asked his gardener. "You know Adam was a gardener, and he had a wife." "Yes, sir," replied the gardener, "but he didn't keep his job long after he got her!"

There are as many entries for the Fifth Marathon Swim at the Canadian National Exhibition as there were for last year's event. Interest is again world-wide and the largest galaxy of nautical stars in history will gather at Toronto for both men and women swimmers. Entry closes August 27th at 11:30 a.m.

Organized Flying Has Clear Record

Civil Flying in Canada Shows Large Number of Accidents

Ottawa—Definite progress in all branches of civil aviation is noted in the annual report on civil aviation issued recently by the Department of National Defence. The report covers the year 1929 and records important developments in air mail services, forest patrol, and general commercial flying throughout Canada.

Flying when conducted under proper conditions is quite safe, the report states, and in support of this the record of air mail services in Canada is cited. Not a single life nor a single pound of mail was lost in three years of organized operations.

While the "unnecessarily large number of accidents" in civil flying is described as a disquieting feature, the majority of them are attributed to over-confidence or neglect of ordinary precautions. The record of organized flying services, including the mail service is described as remarkable. In northern flying, the most hazardous of all, only two serious accidents occurred on organized flights in 1929 and services such as those of the Ontario Government show a clear record year after year.

There were 29 accidents involving death or injury in 1929, according to the report. The death toll consisted of 14 pilots, 16 passengers and one third party. Eight pilots, five passengers, and two other persons were seriously injured. The accidents were distributed as follows: Scheduled air routes—1; light airplane clubs—11; commercial—12; manufacturer's test—1; pleasure—1; and ground (injuries from propeller)—3. A statistical summary shows that only one accident occurred for every 216,692 aircraft-miles and for every 4,970 aircraft flights.

New Industries

The Toronto Industrial Commission announces that between January 1 and June 30, 15 new industrial firms have come to Toronto, with which the commission has co-operated. Of these, 11 had their origin in other parts of Canada. This list of these new industries includes a number of outstanding companies whose entrance into the assembling and manufacturing field in Toronto means an important growth and development in the city's industrial life.

In reviewing Vancouver's industrial progress of the past 13 months, it is of interest to note that 100 new industries have been established, giving employment to 1,399 people, with a payroll of 1,707,100, and that 53 established factories in Vancouver have, during the same period, made plant extensions involving expenditure in excess of \$10,000,000. In the past three months, 11 new factories have been established, bringing the total number of Vancouver factories up to 1,600 employing 30,000 people, compared with 507 plants employing 13,334 people in 1925.

"Rastus, did you go to your lodge meeting last night?" "No, sah; we dun have to postpone it." "How was that?" "Grand-All-Powerful-Incumbent Most Supreme-Unconquerable-Potentate dun got beat up by his wife!"

The home management class was taking a test in which one of the questions was: "Name three kinds of marriages and define each." The following answer appeared on two of the papers: "Polygamous—the union of one man with several wives." "Polyandrous—the union of one woman with several husbands." "Monotonous—the union of one husband with one wife."

"Captain" of the Air



Capt. Frank M. Hawks, in cockpit of his aeroplane after arriving at the Los Angeles, new west-to-east transcontinental flight record.

Increase of Feeble-Minded Greatest World Problem

The most serious fact in the situation of England at the present time, said Professor Julian Huxley, of the University of London, in a recent address before the British Social Hygiene Council, is not bad business or unemployment or the chance of a new war but is the fact that the percentage of mental defectives in the population has increased notably in the past 20 years. Since this same increase of insane and feeble minded persons is believed to be world-wide in civilized countries, Professor Huxley would be willing, no doubt, to extend his dictum to all of Europe and of America. Opinions differ concerning the causes of this alarming increase in mental imperfection. A part of it may be merely statistical, due to the fact that families now disclose their mentally

defective members instead of hiding them as a family disgrace. Biologists agree, however, that this cannot explain all of the recorded increase of mental deficiency. One cause, Professor Huxley implied, is that mental defectives still are allowed to marry, to have children and thus to spread their defect still more widely in the next generation. Public opinion in most countries will not yet support more drastic laws to prevent this. The beginning of the cure of this situation, Professor Huxley urged, might be more teaching of biology in the schools. If every growing child got even as firm a grasp of the basic facts of biology as average children now get of the simpler rules of arithmetic, it might become possible to get public support for regulations to avoid biological dangers to the community.

Old Indian Fort To Be Dedicated

Famous Southwold Earthworks Will Form Part of National Park System

St. Thomas, Ont.—The official dedication of the famous Southwold earthworks, twelve miles northwest of here, which have been acquired by the Dominion Government as part of the national parks system, will take place on Sept. 15, under the direction of officials of the Historical Sites and Monuments Board of the Dominion.

Dr. J. H. Coyne, local historian, who is arranging the program, said that he has recently received word from Ottawa to the effect that the work planned by the Government this year will be completed in time for the ceremonies on Sept. 15.

According to Dr. Coyne, the Southwold earthworks are the only double-walled Indian fort ever discovered on the continent, and the relic is regarded as being of great historical value by archaeologists of Canada and the United States. The old fort is believed to be several centuries old; in fact, it may antedate the discovery of America. Despite its great age, the walls of the fort are clearly defined.

Evidence of the fort's age is found in the trunks of massive trees that have grown up in the walls and have fallen to decay since the fort was built. Many of these trees are believed to have been two hundred years old or more. Prominent historians and archaeologists from various parts of the United States are expected at the ceremonies.

A Government engineer is making a survey of the fort property to prepare plans for the improvements. It is understood that a memorial cairn will be erected at the highway entrance to the fort grounds, and the entire property acquired by the Government will be enclosed by an ornamental iron fence.

Prize Heifer

A three-year-old heifer, calf bred and owned by Walter Buntain of South Rustico, P.E.I., has finished a year's test in the 305-day division with a milk production of 12,699 pounds containing 668.75 pounds of butter fat and giving her the high average test of 4.21 per cent. fat. She was milked twice daily during the entire period.

Canada's butter production for 1929 amounted to 172,581,406 pounds as compared with 168,027,309 pounds for the previous year, according to a report of the National Dairy Council of Canada. Among the provinces the largest producer was Quebec with a production of 57,569,163, while Ontario also produced over 50,000,000 pounds.

Polar Expeditions Of 1930 Vintage

How Wireless and Cinema Keep Polar Expeditions in Touch with Home

A small band of gallant men fought their way by dog sled to the South Pole, while an anxious world waited weeks for the smallest crumb of news. Not until their little ship had limped back to the fringe of civilization was the cable able to flash the first news to us. And we marvelled at that. That was Polar exploration—twenty years ago.

An explorer flies over the South Pole in an aeroplane. All the while he is thus making history he is sending wireless messages to New York, 10,000 miles away. And down below on the ice two cinema cameramen crank that scene to preserve it for ever. That is Polar exploration in 1930. And we take it pretty much for granted.

Admiral Byrd's South Pole Expedition is the perfect example of modern exploration. Aeroplanes, radio, and the cinema, their possibilities are staggering in piercing the unknown. Byrd was at the southern tip of the world for eighteen months. With the exception of two nights only, he spoke by radio to New York every night!

Scenes of Home by Film That is not all. Every day the New York newspaper reporter who went with the party wrote a "story," and the radio operators shot it through the air to New York, so that it was on sale in the streets of New York and other cities the following morning, and in Britain a little later.

Wireless obliterated space and time as a matter of daily routine. More than 325,000 words of news, and 20,000 private messages, totalling over 3,000,000 words, were sent. Every day New York sent the men at the Pole a miniature newspaper by radio complete enough to enable some of the party to keep abreast with their Stock Exchange investments! On one occasion, when Byrd wanted scientific data, they sent him a complete geographical treatise.

The cinema also set up records. The Byrd Expedition film is a complete record from the time they left New York until their triumphant return. As we have said, it shows Byrd actually flying over the South Pole.

Films also kept the party in touch with home. Every Sunday night there was a cinema show for the men, and the greatest thing of all was when the relief ship brought a special news-reel of the men's own families at home. It showed the wireless operator his own son whom he had never seen, for the infant was born after the expedition had sailed! Exploration—1930.

New Records Set By Young Aviator

Jersey City Youth Crosses Continent and Back in 57 Hours

Roosevelt Field, N.Y.—Eighteen-year-old Eddie Schneider of Jersey City, N.J., landed here from Columbus, O., with three junior-transcontinental records in his possession. Beating the three records set by the late Frank Goldsborough, who was killed recently in a crash, he chalked up the following marks: East-west, 29 hours and 41 minutes; west-east, 27 hours and 19 minutes; round trip, 57 hours.

The Goldsborough records were: East-west, 34 hours 3 minutes; west-east, 28 hours 58 minutes; and round trip, 62 hours 53 minutes.

"One lots an idea form for years and when it is ready to be written it floats to the top and waits there."—John Massfield.

For three weeks Jingleby had borne all the horrors of the annual house-cleaning without a murmur. Then his patience gave way. "And you," sobbed his wife, "you used to tell me I was your queen!" "Yes," he said, with a wild glare in his eyes, "but when a man finds that his queen has used his best tobacco jar for oak varnish and his best briar pipe for a tack hammer, he begins to grasp the advantages of a republic!"

The Markets

PRODUCE QUOTATIONS

Toronto wholesale dealers are buying produce at the following prices: Eggs—Ungraded, cases returned, fresh extras, 29c; fresh firsts, 27c; seconds, 22c. Butter—No. 1 Ontario creamery, solids, 29 1/2 to 30c; No. 2, 28 to 28 1/2c. Churning cream—Special, 29c; No. 1, 28c; No. 2, 25c. Cheese—No. 1 large, colored, paraffined and government graded, 16 1/2c. Quotations to poultry shippers are as follows: Poultry (alive)—Fatted hens, over 5 lbs. each, 21c; do, over 4 to 5 lbs., 18c; do, over 3 1/2 to 4 lbs., 16c; do, under 3 1/2 lbs., 14c; spring broilers, over 4 lbs., 25c; do, 3 1/2 to 4 lbs., 22c; do, 3 to 3 1/2 lbs., 17c; do, over 2 to 2 1/2 lbs., 15c; do, 1 1/2 to 2 lbs., 13c; old roosters, over 5 lbs., 16c; do, over 4 to 5 lbs. each, 8c; ducklings, over 5 lbs., 18c; do, colored, 16c. Dressed poultry, if in good condition, will be paid 3 to 4 cents above alive prices.

PROVISION PRICES

Toronto wholesale dealers are quoting the following prices to the trade: Smoked meats—Hams, med., 28 to 30c; cooked loins, 48 to 52c; smoked rolls, 28c; breakfast bacon, 26 to 40c; backs, pea-mealed, 34c; do, smoked, 44 to 50c. Pork loins, 28c; shouldrs, 20 1/2c; butts, 26 1/2c; hams, 25 to 26c. Cured meats—Long clear bacon, 59 to 70 lbs., 24c; 70 to 90 lbs., 22c; 90 to 110 lbs., 21c. Heavyweight r. lbs., 40c; lightweight rolls, 25c. Lard—Pure, tierces, 14 1/2c; tubs, 15c; pails, 15 1/2c; prits, 16 to 16 1/2c. Shortening—Tierces, 12 1/2c; tubs, 13c; pails, 13 1/2c. Special pastry shortening—Tierces, 15c; tubs, 15 1/2c; pails, 16c.

GRAIN QUOTATIONS

Grain dealers in the Toronto Board of Trade are making the following quotations for car lots: Man. wheat—No. 1 Northern, 95c; No. 2 do, 93 1/2c; No. 3 do, 90 1/2c; No. 4, 88 1/2c; No. 5, 82 1/2c; No. 6, 52c; feed, 53 1/2c (c.i.f. Goderich and bay ports). Man. oats—No. 1 feed, 39 1/2c; No. 2 do, 36 1/2c. Argentine corn, 89c, c.i.f. Port Colborne. Millfeed, del. Montreal freights, bags included—Bran, per ton, \$29.25; shorts, per ton, \$30.25; middlings, \$35.25.

Ontario grain—Wheat, 78 to 80c; barley, 37 to 40c; oats, 30 to 33c; buckwheat, nominal.

HAY AND STRAW

Wholesale dealers in hay and straw are quoting shippers the following prices for carload lots, delivered on track, Toronto: No. 2 timothy, \$14; No. 3 timothy, \$12 to \$13; wheat straw, \$10; oat straw, \$10.

LIVE STOCK QUOTATIONS

Heavy beef steers, \$6.50 to \$7; butcher steers, choi., \$7 to \$7.50; do, fair to good, \$6.50 to \$7; do, com., \$5.50 to \$6.25; butcher heifers, choice, \$7 to \$7.50; do, fair to good, \$6.50 to \$7; do, com., \$5.50 to \$6.25; butcher cows, good to choice, \$5.50 to \$7.75; do, med., \$4.50 to \$5; canme a and cutters, \$1.50 to \$3; butcher bul's, good to choice, \$4.25 to \$5; do, bologna, \$2.50 to \$3; baby beef, \$9 to \$11.50; feeders, good, \$6.25 to \$6.50; stockers, \$5.25 to \$6; calves, good to choice, \$10.50 to \$11.50; do, med., \$8 to \$9.50; do, com., \$6 to \$6.75; do, grassers, \$5 to \$5.50; milkers, \$50 to \$90; springers, \$80 to \$100; lambs, choice, \$9; buck lambs, \$7; sheep, \$2 to \$5.50; hogs, bacon, w.o.c., \$11; do, select, \$1 per hog premium; do, butchers, 75c per hog discount; do, trucked in, 25c cwt. under w.o.c.

Another Mooring Mast Discussed

Moncton, N.B., May be Site For Further Air Developments

Ottawa—Possibility of further developments in connection with aerial communication between the United Kingdom and Canada which might necessitate the erection of another mooring mast in this country, probably at Moncton, N.B., was seen as a result of conferences held recently between officers of R-100 and Government officials connected with air transportation. St. Hubert, which is regarded as the best equipped airdrome on the North American continent, would continue to be the base of such contemplated operations, but an auxiliary base nearer the Atlantic coast is favored as a means of further speeding up aerial activities in this regard. The City of Moncton, occupying a strategic position as a distributing centre, is looked upon as the most favorable site.

Plague of Alaska Mosquitoes May Annihilate Miners

Wrangell, Alaska—Mosquitoes may defeat the quest of several hundred gold prospectors about to rush toward the Cassiar region, where rich pay gravel has been found. Inexperienced miners are among the crowd who have left for the diggings. Unless they have provided themselves with netting the insects may make them forget the yellow metal. Reports from the village of Glenora, scene of the find, say high water and heavy rains have developed an unprecedented number of mosquitoes.

A man's face is seldom his fortune. Sometimes his cheek is.

"If anyone calls this afternoon, Mary, I shall be out," announced the mistress. "Well, as it 'appens, ma'am," replied Mary with finality, "I shall be out myself!"

Noted Motor Racer Injured in Crash

Belfast, Ireland.—Kaye Don, one of Great Britain's noted motor racers, suffered a broken rib and his mechanics were seriously injured when their car overturned and caught fire in the 44-mile Ulster tourist trophy race of the Royal Automobile club recently.

The British driver, who only a few months ago went to America in an attempt to establish a new world's speed record, narrowly escaped death in the crash.

Thirty-six cars started in the event, driven by experts from Germany, Great Britain and Italy. Three Italians were leading in the hair-raising event.

Babies Should Be Taught Manners

Baby's training in manners must begin as soon as he can toddle and express his likes and dislikes. This is not difficult with things that can be seen and handled.

When children are provided with their own table furniture, such as blunt knives, and spoons and forks of suitable size, they will take a pride in copying and behaving at table "just like mummy and daddy"—a hint to their elders to be at least as polite to each other at table as they would be if guests were present. Similarly, they can be taught to be tidy with their belongings if tidiness is the rule of the home.

It is when we come to what may be called the abstract virtues, such as unselfishness, courtesy, and consideration for the feelings of others, that child-training reaches a more difficult stage. We don't want our children to lose their naturalness and become self-conscious, but we do need to help them to fit in with the social arrangements they will find about them when they go out into the world.

School-life "knocks the corners off" the selfish and ill-bred child, and more quickly than anything else teaches that it is no longer the centre of the universe it may have felt itself to be at home.

If a child does not wish to share sweets or fruit or allow other children to touch their toys, don't make the mistake of scolding and calling it selfish or greedy. Point out instead how happy it will make Johnny or Tommy to share, and how pleasant it is to be able to give pleasure in that way. There are few children who will not respond to such suggestions. The method that makes the baby mind glow with the feeling of having done a kind or right thing is always the best.

A Canadian Playground

North of the great fertile belt devoted to agriculture there lies in the province of Saskatchewan, Canada, a region of rocks, woods, and water which seems almost to have been formed by nature as a special playground for man. Here are found thousands of "crystal lakes. White birch, pine, and white spruce grow here to unusual size and beauty. Pickerel, pike, and gray trout are plentiful in the lakes and streams, while moose, deer, bear and many species of game birds abound. A typical example of this region is Prince Albert national park. It was set aside in 1923 and is an important addition to Canada's already fine system of national reservations.

Try These

Plum Jelly—Boil four pounds of sound-red plums in a gallon of water until the liquid is reduced to three pints. Strain and measure, then add one pound of loaf sugar to each pint and boil again till jelly sets. Pour into jars, cover, and store in a cool dry place.

Medlar Jelly—Allow two or three pounds of ripe, unbruised fruit, similar with water to cover, till quite soft. Strain, and if not then clear strain again. Measure, and to each pint add one pound of loaf sugar. Boil quickly, skimming when necessary. Take off fire when jelly will set on cold plate and leave to cool in pan. Pour into glasses or moulds and cover when set.

Crab-apple Jelly—Allow half a pint of water to each pound of fruit. Wipe apples, stew in the oven until soft; strain through bag, add one pound of loaf sugar to each pint of juice. Boil till set, about twenty or thirty minutes, pass through jelly-bag, and pour into moulds.

BLUEBERRY MAGIC

They come from the far-off places, Blue hills and shimmering plain With fragrance of white, wild spooce, And freshness of summer rains.

They take from the tranquil heavens Their color so pure and cool; They carry the magic essence Of flowers by a pine-girl pool.

Magical! It lifts and bears me As light as a thistle-down, Away from the crowded dwellings And streets of the busy town.

When I hear the song of the white-throat And the swish of the firs, wind-tost, When I glimpse the blueberry acres, Long ago left and lost.

I know the lamp of Aladdin Is potent as once of old, And I gather a harvest of gladness, As much as my heart can hold. —Lillian Lovridge.