

In the Days of Duelling

At an election for Queen's County, between Gen. Walsh and Mr. Warburton, of Garrinch, about the year 1783, took place the most curious duel of any which have occurred within my recollection.

Frank, though he had been nearly choked, was very reluctant to fight; he said "he was sure to die if he did, as the excise-man could snuff a candle with his pistol ball and as he himself was as big as a hundred down of candles."

Hundreds of the townspeople went to see the fight on the green of Maryborough. The ground was regularly measured, and the friends of each party pitched a ridge (not on the green, where whisky and salt beef were consumed to abundance).

At the same time two heavy drams from a bottle his foster-brother had brought, appeared quite stout until he saw the balls entering the mouths of the excise-man's pistols, which shone as bright as silver, and were nearly as long as fusils.

"Hollo!" said the excise-man, dropping his level, "I'm battered, by Jesus!"

"The devil's cure to you!" said Skelton, instantly firing his second pistol.

"One of the excise-man's legs then gave way, and down he came on his knee, exclaiming 'Hollo! hollo! you bloodthirsty villain! do you want to take my life?'"

"Why, to be sure I do!" said Skelton, "that will have I stiffened you, my lad!"

"Ough, ough!" said Skelton, with his chasser brogue, "how many holes do the villain have in his coat drilled into his carcass? Would you have me stop to make a riddle of him, Jimmy?"

"The second insisted that Skelton should return to the field to be shot at. He resisted, affirming that he had done all that honor required. The second called him "a coward!"

"By my soul," returned he, "my dear Jimmy Moffat, be ye not! You call me a coward, if you please; but I did it all for the best."

"The best!" said Skelton, "it's better to be a coward than a corpse! and I must have been either one or 't'other of them."

However, he was dragged up to the ground by his second, after agreeing to fight again if he had another pistol given him. But, luckily for Frank, the last bullet had stuck in the excise-man's leg that he could not stand.

English as It Is Sung. Sir Henry Wood, so long and so closely associated with Queen's Hall and who has recently been offered the appointment of conductor of the Boston, Mass. Symphony Orchestra, is a stickler for clear enunciation in singing.

Fishing. He-Miss Willes dropped me a line yesterday. She—Look out! That girl is trying to hook you.

John F. Deveau, who has been to LaHave, returned to Yarmouth by the H.C. & S.W. express last evening and this morning proceeded to Miramichi. While at LaHave, Mr. Deveau completed arrangements with parties there for the construction of a schooner in his yard. The schooner is not as yet decided upon, but Mr. Deveau was instructed to get material to be ready to start work without delay.—Yarmouth Telegram.

Fagged Out Women Vinol is What You Need

If all the tired, overworked, run-down women in this community could realize how our delicious Vinol, which contains Beef and Cod Liver Peptones, Iron and Manganese Peptones and Glycerophosphates supplies the vital elements necessary to enrich the blood and create working strength, we wouldn't be able to supply the demand.

"I live on a farm and keep house for six in my family. I got into a nervous, run-down condition so it seemed as though I would die. A friend advised me to try Vinol. I have been greatly improved by its use and am better and stronger in every way."—Mrs. H. H. Goodwin.

"I keep house for my family of three, and raise chickens. I had a nervous breakdown, so I was unable to work. The doctor did not seem to help me, and a cousin asked me to try Vinol. It built me up—I now have a good appetite and am well and strong."—Mrs. Loyal Palmer.

For all run-down, nervous, anaemic conditions, weak women, overworked men, feeble old people and delicate children, there is no remedy like Vinol.

Vinol Creates Strength

J. J. Kinley, Lunenburg, N. S.

Only 36 Hours to Cross Ocean at this moment under British protection. At Aleppo there are some 15,000 and some are in Syria.

London dispatch.—"America will become within reach of England in a day and a half and the time will come when an English man in New York will see his London paper this morning after a publication, said Handley Page, airplane captain, recently."

"Constantinople could be reached in twenty hours, Rome in twelve and a half hours and Marseilles in eight hours," he said. "An 890 mile service could be run at a profit both for mails and for passengers, at a rate but little in excess of that at present in force."

"I base my calculations on the use of a medium-sized machine, making nonstop flights of 400 miles. Each would carry 4,000 pounds of revenue earning load. There would be first-class aeroplanes at each end of the route, and another in the middle. Second class aeroplanes would be provided every 100 miles. A minimum service of six machines each way per day could be provided for a capital of under \$500,000 pounds. The annual cost would be under \$300,000."

The naval strength of the United States will be about twice as great by 1920 as it was in 1917, he says. The U. S. entered the world war, it was brought out Thursday before the House Naval Committee in considering the 1920 Naval Appropriation Bill. No comparative statement was given regarding capital ships, but the total number of all ships will be about 800, as compared with 600 in 1917. Twenty-four dreadnoughts will be included in the 1920 fleet. There are now 19, and 5 will be built before July 1920. Three of the latter are nearing completion, the Idaho, Tennessee and California. Three hundred and fifty new destroyers also will be completed by that time.

Salvage Miracles. Since the outbreak of the war no fewer than 500 vessels have been saved by the Admiralty salvage section, some of them under almost superhuman difficulties. The operations have varied considerably in character, but one of the most interesting is the case of a troopship which being on fire, had to be scuttled as she lay alongside the quay. From the salvors' point of view her case was one that presented great difficulty. But it is the salvors' job to overcome difficulties. They placed a lifting alongside the lighter and quay. They let down pumps into her undamaged holds to pump them out and make her easier to handle. They built three scaffold-like structures along the edge of the landing-stage to carry the cables which were to be connected with the wreck. She was held by two sets of hoisting cables. One set connected her with the quay. The latter cables passed over the temporary scaffolds, and from thence over pulleys to where three steam engines stood, with steam up, on the railway beyond. On the rising tide operations were started by the lighter. Soon a steady strain was brought to bear on the cables by the lighter's hoisting engines. To the onlookers there was no sensational evidence of the terrific "tug of war" now in progress, but there were indications of what was happening all the same. This lighter lay with her starboard side close to the half-

submerged superstructure of the wreck. As her engines tugged the cables her starboard side began slowly to sink lower in the water while her port side rose higher and higher, setting her decks at a steep angle so that they sloped down towards the wreck. It was all very gradual, the lighter or tipping towards the wreck while the superstructure came up slowly foot by foot out of the water. As the steam thus rose, there came a sound like muffled thunder from her interior. This was the water in her holds shifting as she rose. Again that roar like distant thunder could be heard as the steam came up a bit, and the heavy hauling lighter climbed to a more pronounced angle than ever. A cloud of white steam from the foremost locomotive enveloped the cables for a few seconds, but when it had passed they were seen to be still taut and unbroken. Then the super-structure rose almost clear of the waves, while steam engines and lighters hauled away to the accompaniment of renewed thunders from the belly of the wreck. Her bows were coming up; her propeller was no longer visible above the surface. Would the cables hold? It was a moment of supreme suspense. A creak, then, gracefully, like a monster rising from the sea, she came up with a final roar of water from the holds, shook herself, and remained there right side up!

After the steamship Aarby (3,300 tons register) had been broken in two, the separate halves were made watertight by the salvors. Preparations have now been made to reconstruct the vessel in a Thames repairing yard. The Aarby was bound from the Argentine and ran aground on the French coast in December, 1916. When she was being assisted in harbor she broke her back, but by January, 1917, the two halves were refloated and beached inside the harbor. They since been towed across the Channel for the operation, which will result in the addition of a ship to the merchant navy.

Ships on Way With Food. One of the last acts of Mr. Hoover before sailing on last Saturday for Europe was to appoint a special shipping committee, headed by Theodore Whitnash, of the food administration to cooperate with the shipping board and the commission for relief in Belgium, in facilitating the shipment of food to the demoralized civilian populations in the countries devastated by war.

Officials of the commission for relief in Belgium here believe that the destination of the ships on their way to Gibraltar is the port of Trieste. The ships now on their way are understood to be the first that have left American ports with food for countries other than Northern France and Belgium. It was said that more than 200,000 tons of food monthly will be required to relieve distress in Central Europe and the Near East.

Increased shipments will be made from American ports and the Argentine for the people of liberated Northern France and Belgium.

ON WAY WITH 20,000 TONS. Washington, Nov. 19.—Ships carrying 20,000 tons of food for the populations of Northern France, Belgium, and Austria now are en route to Europe. They are proceeding under sealed orders to Gibraltar and Bristol Channel ports, and on arrival will await word from Food Administrator Hoover as to their final destinations.

It was reported today on the floor of produce exchange that the government had purchased 1,514,000 barrels of flour on bids, which were open yesterday. This is in addition to purchases of at least 1,500,000 barrels of flour made last week. It is said all is for shipment to Europe to feed famine sufferers. Also there have been purchased by the government 175,000 barrels of oatmeal for shipment, indicating the aim is to supply foods which will be immediately available for use on arrival abroad.

Five hundred thousand cars of condensed milk have been sent from Chicago within the last few days to save the Belgian babies.

PUT CURB ON MISSISSIPPI

Engineers Hope to Control River's Eccentricities by the Pacing of a Carpet in its Bed.

The Mississippi river, most capricious and pumpeful of all streams, on which Uncle Sam has spent millions of dollars in jetties and levees to keep her in proper place, is now having a carpet made for her at an expense of many hundreds of thousands of dollars. Rather she is having a number of carpets made; not of cotton or linen or wool, but of trees and branches.

Some of the carpets are a mile in length and 200 feet in width. They will be used to carpet the bed of the river near Memphis, Tenn., in order to prevent the stream from changing its course and leaving the city high and dry. The Mississippi has an unfortunate and expensive habit of cutting new channels and deserting her bed at intervals. She has grown up into thriving centers on account of their position on the stream.

There are scores of towns that have been left, somewhat deserted, on the new river bed. Of course this results in the ruin of the deserted towns. In the case of Memphis, the consequences of the river cutting a new channel several miles west of its present bed and leaving a city of more than 100,000 people stranded would be so serious that the government came to the rescue of the threatened town. Immense carpets of willow twigs were laid down together, for these have stood the test of the streams. These great carpets, heavily weighted with stone, sink to the bottom.

The carpets when properly laid are driven in place by piles driven through them deep into the bed of the river. That stops the erosion of the river bed and keeps the channel in place.

Not an Auxiliary. Upon one entrance into the war a great women's organization, the one which has been working for the vote for the women of the United States, more than half a century—organized and equipped a hospital unit of women, doctors as well as nurses, and offered it to the United States, says Pittsburgh Dispatch. There is something in government service or in army or navy. So Uncle Sam, which made it impossible for the great democracy on earth to accept the services of this unit because it was composed of women, he has forced to decline the offer. He did it politely, probably with regret that the organization was not a ladies' auxiliary, but he had to do so. He had to do so because it was something regular and masculine and he made available. The National Woman Suffrage association thereupon offered its hospital unit to the army, which accepted it with alacrity and gratitude and assigned it to service.

And yet the other day, according to the news of the American army, was made a major in the American army, and so there's ground for hope.

Dream of Perpetual Peace. "Returning in the early days of the war from a belligerent Germany, through a mobilized Switzerland and a very great Italy, to an America where great peace and quietness reigned, I revisited the famous museum of Naples," writes Munroe Smith in his comment.

"In one of the central corridors I noticed an ancient mural inscription, which I had doubtless seen before in inscriptions of the future of Augustus: To perpetual peace."

"Thus, even in warlike Rome, and even in the nineteenth century, after a series of wars that had shaken the earth and civilized world from the Alps to the African deserts and from the Pillars of Hercules to the Nile, as after every great war that has since devastated Europe, men's minds were turning with inextinguishable hope to the vision of a warless future."

Motion Pictures to Get Trade. The motion picture exhibition of British industries is organizing a tour of the important cities of western Europe, North and South America, and the British dominions. Films will be shown illustrating the manufacture and use of British-made goods. These exhibitions will be given under the auspices of British chambers of commerce in allied countries, and the self-governing dominions. In 85 of the principal cities of the world are to be exhibited illustrating leading British industries and manufactures, and to these exhibitions representatives of the principal firms in the cities visited will be invited. A British manufacturer may have films of his industry prepared by the committee, and these will be exhibited in such cities included in the tour as he may select.

Still Working at Ninety-Five. Maine has come to the front with a young fellow of ninety-five, who has gone to work as a sawyer for a lumber company. Last spring he retired and went to live with a son, but a recent improved his health that he has gone back to work at active labor," says the paper's Weekly. This hunky veteran has one son, known as the baby of the family, that he is very partial to. The "baby" recently celebrated his seventy-second birthday.

What He Wants to Learn. "Pa," "Well, my son," "Can't you take me out of this public school I'm attending to and send me to one of those nice training schools I read so much about?"

The milk was purchased from the Queen Elizabeth fund. It is estimated there are 1,250,000 children who were left helpless in Belgium when their parents were deported by the Germans.

New York, Nov.—Preparations to ship at an early date approximately 200,000 tons of foodstuffs from the United States for the relief of the civilian population of Austria are now under way, it is learned here today.

CHINESE HAD BRIGHT IDEA

Attempted Reproduction of Machine, However, Didn't Win Any Approval From Aviator.

After completing his service in the United States army he enlisted in 1907, Raoul Lufbery roamed over Japan and China and India. During his travels he ran across an airplane exhibition flight in Saigon, Marc Pourpe, the famous French trick flyer, was performing in the far East. He gave Lufbery employment as mechanic and thus occupied in a new and fascinating pursuit, Lufbery continued his airplane education for three years under Pourpe. The experience lasted until the beginning of the great war.

While performing in China the two aviators were struck with the unusual warmth of their welcome and the repeated invitations they received to prolong their stay. They were overwhelmed with gifts as well as with praise, and received many marks of royal favor.

Their hosts examined the strange bird again and again, received the unintelligible explanations of its miraculous flight, made measurements and drawings, and earnestly discussed the problem with one another, while the two foreigners examined the new gifts that had been bestowed upon them.

Finally the secret of this prolonged hospitality was out. Pourpe and Lufbery were conducted in state to a neighboring city, where the Chinese experts had all this time been constructing their first airplane. It was far more marvelous to the aviators than was the original.

Upon approaching the inclosure, the aviators saw the admiring populace roll back, disclosing to view a gorgeous spectacle—the first Chinese airplane. Stepping nearer to study the magnificent creation they heard the subdued roar of the engine above the riotous clamor of foreign tongues.

Politely examining the framework and multicolored fabric, they found the spars, struts and flooring to be constructed of light bamboo. The beautiful fabric was of the lightest tissue paper.

The roar of the engine continued. Placing an ear against the engine hood, Pourpe tried to fathom this mysterious sound motionless. A splendid production of highly polished teak wood and mahogany, but undeniably indifferent to the healthy manifestations of engine power within. Several coolies anchored the impetuous machine to earth by holding impatiently to its framework with all their might whose lives have been one round of trouble."

Great Home Army. More than 2,000,000 boys and girls were reached through club work last year, according to a complete report recently made by the United States department of agriculture, which supervises this work in co-operation with state agricultural colleges. This number approximately \$30,000 made complete reports, which show that they produced and conserved products amounting to \$10,000,000. In the Northern and Western States \$40,000 boys and girls were enrolled. Of this number 100,000 made complete reports and produced and conserved products valued at \$3,700,000. In the South there were 115,745 boys enrolled in the regular work, who produced products valued at \$4,500,000, and 75,300 girls, who produced and conserved products valued at \$1,500,000. In the emergency club work in the South the clubs reached over 400,000 boys and approximately 1,000,000 girls. They produced and conserved products valued at more than \$4,000,000.

"Stocking Room" for Banks. Has your bank a stocking room? The Security bank of Oakdale, Cal., couldn't sell Liberty bonds without them. Here is how it works: Mrs. Oaklander enters, "I want to buy a Liberty bond, please." "All right; sign here," says the pleasant bank clerk. After this the good woman hesitates, blushes. She makes warring passes and then looks around with a hunting and hunted look. "Would you like to use the stocking room?" Mrs. Oaklander retires to the little side room and makes a run on "the first national bank."

Veteran Proud of Standing. Edward P. Weaver, formerly of Bangor, Me., claimed the distinction the other day of being the oldest officer graduated from the U. S. government navigation school conducted by the United States shipping board recruiting service. He is sixty-nine years of age. Mr. Weaver, who had many years' experience as a seaman, decided while at New Orleans some weeks ago to enter one of the schools and train for a deck officer for the merchant marine. He passed the rigid physical test without difficulty and completed the course.

Canadian Emphasis. By the bye, don't be shocked by our darning and sweating. It doesn't mean the same in Canada as it does over here. It's natural to us. In Canada everyone sweats. My little boy—he was six years of age at the time—was swearing one day in the kitchen and the cook told him if he was not careful his teeth would drop out. He looks up at her—only six years of age, mind you—and says, "Daddy's teeth haven't dropped out." What do you think of that?—Gen. Alec McDougall, Canadian Forestry Corps, in London Chronicle interview.

Study of Rats Valuable. After 12 years of experimenting with rats, Dr. E. V. McCollum, head of the chemistry department of the school of hygiene and public health of Johns Hopkins university, has reached the conclusion that the food requirements of all animals, including man, are the same.

He declares that the extensive consumption of dairy products is necessary to produce a vigorous race and prolong life. During the years that Doctor McCollum has been studying this question, especially interesting now, when food is playing such an important part in the affairs of the world, he has been housing about 1,500 white and hybrid rats in his laboratory.

Fortunate Man. Pestmist Jones—How is it, Smith, that you look so hale and happy and well? Optimist Smith—Every time I sit down to worry I fall asleep.—Pearson's.

Andrew Carnegie's Test Office Boy and Unique. He'd give them paper parcels tounwrap. If they at the strips and threw them into the waste basket, he kept the boys. If they united the knots and rolled up the string, he didn't. "The day of saving string is over," he would say—but that was before the Great War.

FOR SALE. Property at Lunenburg containing 6 acres, cuts 8 tons of hay, a nine room house, electric lights, in good repair. For further particulars Apply to CHRISTIAN GELBERT.

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