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Farmers Leave and for Dominions.

More than 20,000 Englishmen left their native land in 1922 to make their home in the British Dominions. This exodus is a result of the settlement of the overseas. The number leaving each week is steadily increasing, and it is estimated that the total for 1923 will be the new Empire Settlement. The Government bears half of the emigration, and in the case of

ex-service men the entire cost is paid. A few of the British colonies pay a part of the emigrant's share of the costs on his arrival.

The emigration scheme will cost the British Government approximately \$5,000,000 by the end of 1924 for passage aid alone. Contrary to general opinion, only a small number of the emigrants are from the ranks of the unemployed. They are mostly hardy farmers, and domestic servants from the English provinces. One party of 800 emigrants is to be transported directly from the Hebrides Islands for Canada about the middle of April. Nearly three-fourths of this company are

men, all of whom will work on farms, while the women will go into domestic service.

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Races Round the World.

TRAVELLERS WHO HAVE MADE RECORD JOURNEYS.

A race round the world has always been a popular theme with novelists. Jules Verne, for instance, wrote "Round the World in Eighty Days," in which he described the record-breaking journey of one Phineas Fogg.

Wonderful performances have been accomplished by real people. The actual round-the-world record is held by an American, J. H. Mears, who, in 1912, circled the earth in 22 days, twenty-one hours, thirty-five minutes, and four-fifths of a second. Before this the record was held by Jaeger-Schmidt, who performed the trip in thirty-nine days and rather less than twenty minutes.

SCHOOLBOYS' WONDERFUL TRIP.

Mears undertook the feat with the support of an important American newspaper, and the time allowed was thirty-five days, twenty-three hours, thirty minutes. Mr. Mears left New York for Paris on July 2nd. From there he travelled by the Trans-Siberian Railway.

At one point he was held up for eighteen hours by a flood. He managed to pick up nine of the lost hours by bribing the engine-driver, but the Russian officials threatened to throw him into prison if he continued on this policy.

In all he covered 21,066 miles, and averaged 687 miles a day. He arrived back in New York on August 6th, well inside his time limit. The total cost of the trip was only £148.

Two of the most notable record-breaking trips were those of Charles Fitzmorris, a schoolboy, who won a race organized by an American newspaper by travelling round the world in sixty days and thirteen and a half hours, and Nellie Bly, a woman journalist, who completed the journey in just over seventy-two days in 1889. The earliest known trip round the world was that of the Magellan expedition in 1519-1522. These hardy adventurers took three years over their voyage.

It might be thought that, as ten years have elapsed since the present record was set up, a modern traveller might lower it. A journey round the world to-day would take considerably longer than thirty-five days.

The last three records were set up with the assistance of the Trans-Siberian Railway. This is not working now owing to the state of affairs in Russia, and a world traveller would have to use the route which the early record-breakers followed—that is, by the Mediterranean, Suez Canal, Indian Ocean, and China. Fifty-four days in the least time, it would take to get round the earth to-day.

A traveller starting from New York could get to London in six days by means of one of the fastest liners; then from London to Paris and from Paris to Marseilles he could use the regular air services, which take about a day. From Marseilles a P and O mail steamer could take him to Hong-Kong to Yokohama, would take five days, and the journey from there to Vancouver would occupy another nine. From Vancouver to New York by train would occupy four days.

By aeroplane the world could be circled in less than fifteen days—that is, if there were a machine capable of making the journey without a stop. But this is not possible, and when stops and so on are taken into consideration the time works out at nearly three months. At least, this was the time allowed by Sir Ross Smith, who was preparing for a round-the-world flight when he met his death.—Tit-Bits.

Oldest Garment in Europe.

What is claimed to be the oldest garment in Europe has been discovered by peat cutters in Gerum Fen, near Sikara, Sweden. It was found only a few feet under the surface of the peat, and the preserving qualities of the fen water have kept it intact since the Bronze Age, about 1,000 years before the Christian era.

Professor Montelius, who died recently, made a careful examination of the cloak, and Professor Koskinen also examined it. Further confirmation of the authenticity of its age was forthcoming from Dr. L. von Post, the State Geologist of Sweden.

The garment has the appearance of a cloak to be hung over the shoulders, and it does not look very archaic when compared with more modern wear. It is woven by hand from wool.

Inquiries at the Bronze Age Department of the British Museum, revealed the fact that pieces of material hand-woven in the same period are tabulated here. "They were taken from the Swiss lake dwellings," said an official, "and there is no reason why this find should not be perfectly genuine."

"It is probable that the peat areas of Ireland cover and preserve much that would throw a great deal of light upon the little-known race of the Bronze Age period of northern Europe."

MIXARD'S LINIMENT FOR FALLING OUT OF HAIR.

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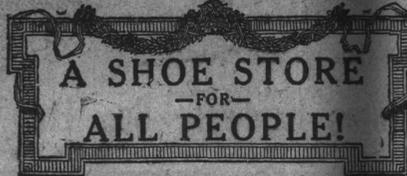
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The Shoe Men

SPEAKING OF SPRING.



Now gentle Annie rules the land, and lovely are her eyes; the birdlets sing, to beat the hand, beneath the shining skies, and with a swifter in each hand once more I chase the flies. The grass is green upon the hill where late the blizzard blew, and little fishes in the rill are hunting things to chew; and with the sword of Bunker Hill I slice the flies in two. As sweet as incense is the air that sweeps the pasture lot; and lambs and colts and calves are there, and merrily they trot; and flies are buzzing everywhere, and roundly I must swat. The charms of nature are restored, her song is rich and deep, and all her beauties, are adored, on land and on the deep; and with a scuffling or a board I rook the

flies to sleep. The smiling farmer goes to work and sows his fields of rye, and in the shadow of the kirk the dreaming poets lie, and with brass knuckles or a dirk I seek the nearest fly. In

Building Bone

is equally as important as building flesh. Foods that assist Nature, fix lime in the bones and teeth are essential.

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Sea-Water Bread.

Sea-water bread does not sound very palatable, yet bread made of good wheat flour and mixed with pure sea water dipped up in a bucket from over the ship's side, is both pleasant to the taste and also is beneficial in certain ailments.

Sea-water bread was first made owing to the scarcity on board the ship of fresh water.

Then one ship's cook thought that instead of using salt and fresh water for bread making he would try mixing in some sea water. Soon he came to use all pure sea-water.

In practice it was found that the bread from sea-water does not dry up so quickly as ordinary bread, nor does it go mouldy.—Harold's Weekly.

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