

Pure Salt
for
Kitchen & Table Use
REGAL
FREE RUNNING
Table Salt
The Handy Little Spout
Lets the Salt run Out

MADE IN CANADA THE CANADIAN SALT CO. LIMITED

Some Remarkable Passages.

THE DAYS OF THE CLIPPER SHIP.

Boston, Oct. 11.—(Associated Press)—Rivalry between the fishing fleets of Boston and Gloucester for the honor of defending the international trophy in the fisherman's race off Halifax, N. S., will be put to a test tomorrow in the elimination race to select the American defender. Both cities have furnished some of the ablest and fastest vessels that have ever flown the American flag. The swiftest sailing ship that ever spread canvas to the winds of heaven was launched at Boston. This was the extreme clipper, Lightning, launched at the beginning of the year 1854, from the Boston shipyard of Donald McKay, a native of Nova Scotia, and the premier designer of American clippers in the classic age of the sailing ship. When the dash to the gold fields of Australia was at its height, James Baines, of Liverpool, Eng., managing owner of the Australian Black Ball Line, ordered four ships from McKay, and all were delivered in 1854. The first and most famous of these ships to take the water was the Lightning, at 2,854 tons; quickly followed by the Champion of the Seas, 2,442 tons; the James Baines, 2,515 tons; and the

Donald McKay, 2,538, next to the Great Republic, the largest clipper ever built. When the Lightning was ready for sea, Baines sent the ablest captain in the Australian Black Ball Line, James N. Forbes, to take command of her. Forbes had made his reputation as commander of the Marco Polo, the fastest clipper built in St. John, New Brunswick. He set the pace over the great ocean race course between Liverpool and Melbourne, Australia.

"Bully" Forbes—Theologian. One of the first shipmasters to follow the great circle course into high southern latitude when "running his Easting down" (sailing Eastward) Forbes had clipped wings off the best previous passages from England to Australia. "Bully" Forbes, as he was known among sailors, was a hard driver of ships and men when at sea, though there is no positive evidence that he was brutal in his methods—but ashore he was a mild-mannered man, who regarded himself as an authority on theological matters. In Boston, he met Captain Lauchlan McKay, who had made some remarkable passages in the Sovereign of the Seas and other clippers, and who at the time was out of a command, because the huge clipper, Great Republic, of 4,555 tons, which Donald McKay, his brother had built to smash the records in the Australian trade, had recently

been badly burnt in New York. Forbes ran into an argument on theology with McKay, and as they were still disputing when the Lightning was ready to sail, he invited McKay to accompany him on the voyage. He wanted to continue the argument, and incidentally have assistance in handling the latest creation of the Boston shipyards. The Lightning left Boston in mid-February, bound for Liverpool. Outside Boston Light the two captains forgot all about their argument, and devoted their attention to tuning up the big clipper for the dash across the Atlantic. In the hands of these two noted shipmasters the Lightning put her best foot forward, and developed a speed never gotten out of her on subsequent voyages, an unusual thing for a clipper on her maiden voyage. Although she encountered an unusual percentage of easterly gales for the season of the year she made the run round the North of Ireland to Eagle's Island in 10 days, and to the City of Man, within 80 miles of Liverpool, in 13 days, and anchored in the Mersey in 13 days 19 hours from Boston.

A record Sailing Run.

At noon on February 28, while bearing up for the North Channel with a strong southerly gale sweeping through her tall spars, the Lightning began the greatest day's run ever made under canvas. During the following 24 hours she carried away her big foresail, main jib and other sails, and, with the ship plunging wildly in a heavy sea, it took some time to bend new sails. In spite of this handicap, the thoroughbred clipper made a run of 436 nautical miles in 24 hours and won the distinction of leaving behind her in a single day more miles of salt water than any other sailing ship than ever ploughed the seas. Although Forbes allowed the James Baines to establish the record from Liverpool to Melbourne, 63 days, the Lightning made the record for the return voyage, also 63 days. On this record passage the Lightning was ballasted with \$5,000,000 worth of gold dust and nuggets. She ran 3,712 nautical miles in 10 consecutive days, making 412 miles in one day. Many of the Boston-built clippers made noon to noon runs which marked them as the speediest craft afloat in heavy

weather. The Sovereign of the Seas ran 474 nautical miles in 24 hours; the Donald McKay 421 and the James Baines, when commanded by a British captain, 430 miles. The best day's run recorded for an America Cup racer was that of the Vigilant on a voyage to Scotland, 355 nautical miles or 10.62 knots. After the American clippers abandoned their bid for the commercial primacy of the seas, the British-built clippers made remarkable voyages. The Thermopylae, owned for three years by Robert Reford, of Montreal, ran from London to Melbourne in 63 days, equalling the James Baines' record from Liverpool to Melbourne. But the most famous British-built clipper, the Cutty Sark, were less than half the size of the Boston clippers, and though they were unrivalled in moderate weather, they lacked the sailing carrying power of the bigger and broader-beamed American craft.

Flying Foxes in Queensland.

Flying foxes, which are rather unwelcome visitors in some districts of Queensland, have lately received press publicity on account of the efforts which have been made to destroy them by flame-throwers and the like. The animal belongs to the order of quadrupeds which are adapted for flight, which are, unfortunately, rather too well represented in Australia. The sub-order are two in number—fruit-eating bats and insectivorous bats. The fruit bat is a flying fox, the name being due to the doglike head and the reddish colour. The foxes are, mainly speaking, animals belonging to the tropics and sub-tropics, though they extend south as far as Gippsland. The bones of the flying fox are very light, and the powers of flight are most remarkable. It lives in vast hordes of "camps" in secluded corners of the scrub and in gullies, and is especially fond of selecting the mangroves on tidal creeks, where during the day it hangs from the branches head downwards. At dusk it moves out to the orchards, where it does incalculable damage, not alone in what it actually eats, but in what it destroys. Its power as a flier enables it to move from district to district where fruit is most abundant. Nor will it hesitate to come right into the heart of the city, whither any fruit—even Moreton Bay fig—attracts it. It is fond, too, of the eucalyptus flower. On South Keppel Island it has been noticed for hours moving to and from the wild apple trees and the banksia with its heavy characteristic flight. As a fruit and honey eater, the flesh ought to be palatable. The blacks certainly fed out it, and Dr. Leichhardt, the famous explorer, avers that he found it an excellent article of food. Charles Barrett, in his "In Australian Wildlife," speaking of his observation of the foxes in a fig tree, describes them as "a noisy quarrelsome dinner party entirely lacking in table manners." He goes on to speak of "a specimen shot for museum purposes," which proved to be a female, with a naked young one clinging, spread-eagle fashion to the under surface of the mother.

A British Soldier and His Bible.

A private soldier, named Richard Lee, was taken before the magistrate in Glasgow for playing cards during divine service. When the other soldiers had found the text in their Bibles, Lee had spread out a pack of cards and when he had refused to take them up, was made prisoner, and made the following explanation to the Mayor: "I have been about six weeks on the march. I have no Bible or Common Prayer Book. I have nothing but a pack of cards, and I hope to satisfy your worship of the purity of my intentions." Then, spreading the cards before the Mayor, he began with the ace.

"The ace reminds me that there is but one God. The deuce reminds me of Father and Son. When I see the three it reminds me of the Trinity. The four reminds me of the four evangelists, Matthew, Mark, Luke and John. The five reminds me of the five wise virgins who trimmed their lamps. There were ten, but five were foolish and were shut out. When I see the six it reminds me that in six days the Lord made heaven and earth. The seven reminds me that on the seventh day God rested from His great work. The eight reminds me of the eight righteous persons who were saved when God destroyed the world, viz., Noah and his wife, his three sons and their wives. When I see the nine I remember the nine lepers that were cleansed by our Saviour. There were nine out of ten who never returned thanks. Then the ten reminds me of the Ten Commandments which God handed down to Moses on the table of stone. When I see the King it reminds me of the Great King of Heaven which is God Almighty. The Queen reminds me of the Queen of Sheba, who visited Solomon, for she was as wise a woman as he was a man. She brought with her fifty boys and fifty girls, all dressed in boys' apparel, for King Solomon to tell which were boys and which were girls. The King sent for water for them to wash; the girls washed in the above and the boys in the wrist, so he told by that."

"Well," said the mayor, "you have

a good account of all the cards in the pack but one—the knave."

"I will give your honor a description of that, too, if you will not be angry."

"I will not," said the mayor, "if you do term me the knave."

"Well," said the soldier, "the knave is the constable who brought me here."

"I don't know," replied the mayor.

How to Make Pine Cough Syrup at Home

Use an equal part of each ingredient. Take out a teaspoonful to prevent and save two children.

You know that pine is used in nearly all prescriptions and remedies for coughs. The reason is that pine contains several peculiar elements that have a remarkable effect in soothing and healing the membranes of the throat and chest. Pine is famous for this purpose.

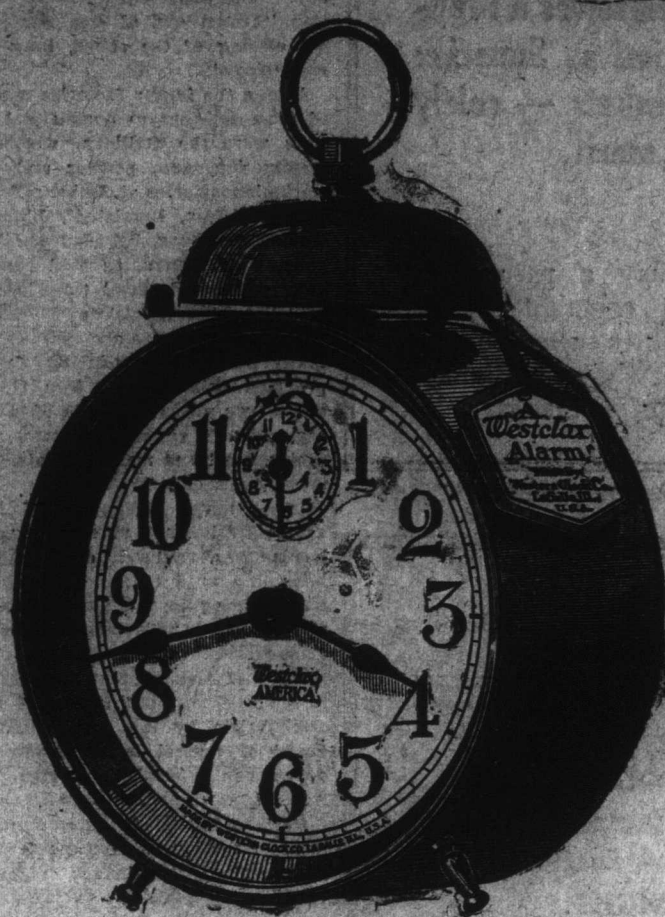
Pine cough syrups are combinations of pine and syrup. The "syrup" part is usually plain sugar syrup. Or you can use clarified molasses, honey, or corn syrup, instead of sugar syrup. Either way, you make 10 ounces—more than you can buy ready-made for \$2.50. It is pure, good and very pleasant—children take it eagerly.

You can feel this take hold of a cough or cold in a way that means business. The cough may be dry, hoarse and tight, or may be persistently loose from the formation of phlegm. The cause is the same—irritated membranes—and this Pine and Syrup combination will stop it—usually in 24 hours or less. Spending too far for medical advice, medicines, or any ordinary throat ailment.

Pine is a highly concentrated compound of essential Norway pine extract, and is famous the world over for the prompt relief it gives. Beware of substitutes. Ask your druggist for "the compound of Pine" with directions, and don't accept anything else. Guaranteed to give absolute satisfaction or money refunded. The Pine Co., Toronto, Ont.

Westclox

REG. U. S. PAT. OFF.



A dependable timekeeper

THE America is an honest, unassuming clock, built to meet the demand for a dependable timekeeper and alarm that can be sold at a low price. It combines Westclox quality and neat appearance with price economy.

Our sales records prove its popularity. More America alarms are bought every year than any other clock we make.

Of course, the America had a long head-start on Big Ben and other Westclox. It's the

old-timer of the line—designed thirty-five years ago and the first Westclox made. It pioneered the Westclox construction principle of having every wheel turn on needle-fine pivots.

All Westclox have held to this same construction that made the line famous as faithful timekeepers. The dial-mark, Westclox, and the Westclox tag always mean this kind of construction inside the case. They are marks of good time-keeping.

WESTERN CLOCK CO., LA SALLE, ILLINOIS, U. S. A.

Makers of Westclox: Big Ben, Baby Ben, Pocket Ben, Glo-Ben, America, Sleep-Meter, Jack o' Lantern. Factory: Peru, Illinois. In Canada: Western Clock Co., Limited, Peterborough, Ont.

Ease of Installation
No Piping—No Plumbing

A Clean and
Healthful Home

An All-Warm
House

More and
Even Heat

Less Labor
and

A Cool Cellar

A Bigger Bank Account Pipeless Heating Offers You

The price of fuel CANNOT COME DOWN much next winter, but an Enterprise Blazer Pipeless Furnace will put DOLLARS IN THE BANK for you—dollars that in past years have gone to pay the coal bills.

From everywhere the story comes:

"Last winter the Enterprise Blazer saved half my coal! I heated the entire house on what it took to heat two or three rooms with stoves."

"Selling money at this rate, my Pipeless will pay for itself in no time."

"We've had twice the heat at half the cost." Read the testimonials. Letters like these are coming to us in every mail. The wonderful new Pipeless system is cutting the cost of heating in HOMES, STORES AND PUBLIC BUILDINGS all over Canada. And MONEY IS NOT ALL THAT PIPELESS SAVES. There is practically NOTHING TO THE INSTALLATION—no coal, no boiler, no dirt or noise. A single day is cut for the ONE BIG REGISTER and the job is done. ONE DAY is all it takes. NO UNSIGHTLY AIR PIPES to crowd the cellar, spoil the beauty of the house and waste the heat—NO WATER PIPES to freeze—no tapping out of floors and walls. If you buy a Pipeless Furnace TODAY you can be through with the whole job TOMORROW, ready for next winter and the winters of the next twenty or thirty years. On the hottest winter's day every nook and cranny of your home—even the furthest from the furnace—WILL BE BATHED IN 70 DEGREES OF DELIGHTFUL, COZY WARMTH.

WHAT USERS SAY:

Economy, Heat and Ease of Management

"I am now then pleased with my Enterprise Blazer Pipeless Furnace in every way. I know of no system that will give the same amount of heat for fuel consumed. For fuel economy, even distribution of heat, ease of management and a cool cellar, it has no equal and I am pleased to recommend it to anyone interested."

EDWARD BULZIT

Cardigan, P. E. I.

Satisfactory in Every Way

"The Enterprise Blazer Pipeless Furnace I am using in my home is thoroughly satisfactory in every way and I am very pleased."

ELLISON M. CORKUM

Lanesburg, N. S.

ENTERPRISE BLAZER PIPELESS FURNACE

The new discovery in heating makes a money-making story. It is all told in a booklet we have published and will gladly send you FREE OF COST. Write today. We will send you a chart that you can use, if you wish, to draw up a rough layout of your house. The chart makes it easy for you to draw a sketch that will enable our engineers to see your home exactly as it is and tell you just where your furnace should be placed. The booklet, the chart and the advice of our heating engineers are all yours for the asking. There is NO CHARGE at all, nor any obligation on your part. If you are interested or if you know someone who might be, get a pen or pencil and WRITE US NOW.

ENTERPRISE FOUNDRY CO., LIMITED,
SACKVILLE, N. B.

Makers of the well-known line of Enterprise Stoves and Furnaces, and Enterprise Mower Ranges.

Our own dealer representative in your locality will make the installation for you.

son Hans had been drowned, when a boy, in the Cove of Cork. The captain pricked his ears, plied the woman for more information, and before he left her was convinced that he was really the Earl of Huntingdon. He hastened to a lawyer-friend, and the case was laid before the Attorney-General, with the result that a petition was presented to the Crown, pleading his Royal Highness the Regent to graciously order a writ of summons to pass the Great Seal to summon Hans Francis Hastings to sit in Parliament. The Royal Warrant was signed, and a few days later the storekeeper was making his stately progress in his peer's robes up to the floor of the House of Lords to take the oath and his place as the twelfth Earl of Huntingdon.

"Summer-time" Surprise

How many people know that our "summer-time" is not a new thing at all? As a matter of fact, it is only a feeble imitation of a common practice of the Romans.

But while we alter the clock twice

a year, the Romans made changes every day.

In every province of the Roman Empire day began, at all seasons of the year, at sunrise, and ended at sunset. The day consisted of twelve "hours," whose duration was not sixty minutes but one-twelfth of the total period of daylight.

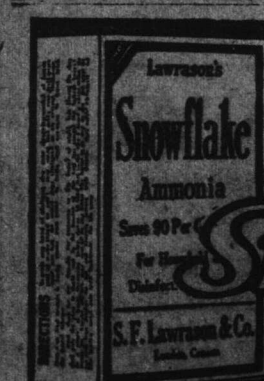
Hours were normal only at the spring and autumn equinoxes—that is on March 21st and September 21st when night and day are of equal length.

In winter-time when the sun rose at 8 a.m., and set at 4 p.m., each "hour" consisted of eighty minutes. The first hour was from 8 to 9.30 a.m., the fifth from 10.40 to 11.20 a.m., the twelfth from 3.20 to 4 p.m.

In high summer-time, with sunrise at 5 a.m., and sunset at 9 p.m., each "hour" consisted of eighty minutes. The first hour was from 5 to 6.20 a.m., the second from 6.30 to 7.40 a.m., so on.

Cleans and Whitens.

A little shaken into the toilet bowl renders it free from odors and snow-white.



Snowflake
Ammonia
THE FULL STRENGTH
Ammonia