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Hunger at the Light

By RAYMOND S. SPEARS.

Hour after hour LaPage held his course, running into the northwest; then suddenly he saw the clouds on the horizon rise and sweep toward him.

The storm was coming, but he was more than halfway to Otter Island. The long white streamers raced across the sky, and a moment later out of the west came the crowding banks of wind and the sharp, driving sleet.

LaPage had only one thing to do then, and that was to find shelter instantly. He headed for shore and scanned the line for some opening into which he could make his way. Directly ahead lay the island at the entrance to Oiseau Bay. He raced for it, and as the wind struck him and drove the spray from the wave tops he rounded the shore and rode a long swell into the sheltered cove. Looking back, he saw the waves that were smashing against the island, and the lake white with the breaking crests. In his boat there were only a few buckets of water. He had got so far in safety.

The storm might be a squall or a gale, and the sleet might last an hour or a week. He followed the shore line slowly, watching through the sleet, for he knew that somewhere in the bay there was a crapper's cabin. Near a sandy beach he saw a blur against the trees. Throwing over the anchor, he worked the boat to the shore and there made it fast by the stern to that it swung clear. LaPage found the cabin dry. On the floor was driftwood for the stove, and presently he was sitting beside a red-hot fire, listening to the roar of the gale as it beat against his shelter.

All the rest of the afternoon the wind howled, and then at sunset there was an explosion in the western sky; the sunshine burst through the storm and spread a brilliant wave of dancing light across the water. A minute later the sun went down and with it the wind.

LaPage immediately went to his boat, cast off, started the motor and headed out into the lake. It was a black sea again; not a whitecap showed except where the waves crashed against the shore. It proved to be a black night also, for not a star glimmered overhead, and no light broke the darkness of the gloomy shore.

There was a shift in the running of the waves, because the squall had come diagonally against the coast, and the motor boat now moved quartering before the waves. For a while the only sounds were the roar of the surf and the steady purr of the engine; then from the shore LaPage heard the long hungry howl of the wolves, and it made him think of the man at the light.

At intervals the boy glanced over his shoulder, watching the dark horizon for that terrible white line that would herald a squall. For a few more hours he went on without a pause; then suddenly ahead of him he glimpsed a light, and he knew that he was near Otter Island light, starting in the dark. Within the hour, then, he would be under the lee in the bay.

The relief was so great that LaPage began to sing, and for a little while as the light grew brighter and brighter he sang at the top of his voice. Then suddenly the light began to fade little by little. It was blotted out, only to appear again a moment later and then go out again. LaPage sat up straight, wondering what was the matter. Over his shoulder came a low whining sound, and he glanced back the cold chills crept down his spine. A puff of wind drifted by, followed by a sharp spatter of sleet.



Woman's Interests

Making Stockings Last Longer.
There are three types of hosiery—cut goods, seamless or "knit to fit," and full fashioned. The first is the cheapest and poorest. The length is knit and the heel and toe sewed in with a rather bulky seam. The seamless stocking is knit whole and usually fits badly, losing its shape still further in washing, although there are several brands that are fairly well shaped and give good service. It is well to buy an extra long foot in this type.

Full-fashioned stockings have a seam through the entire length, and are widened out toward the top by means of extra stitches. These are the best made and most shapely stockings.

As the prices of hosiery advanced during the war, stockings seemed to grow smaller, so that it is now advisable to select a size larger than the one formerly worn. This precaution should always be observed in the purchase of silk stockings. It is well also to buy what is known as "out-sizes" which are larger around the top than the regular size. Out-size stockings were originally intended for persons of more than average weight; but slender folks found that stocking supporters did not strain the wider tops as they did those of regular size, so more and more shoppers are asking for the out-sizes.

List stockings, in both plain and mercerized yarns, look well and give better returns for the money than if silk stockings were bought. Men have never worn silk stockings to the extent that they now wear them; and not since stockings were all of home manufacture, have they worn so many made of wool. They have found that wool socks and those made of mixed (cotton and wool) yarns give excellent service and are very comfortable. In between, we find many styles made of cotton or linen. As men's socks are subjected to such hard wear, it is well to buy only well-known or guaranteed brands that will give good service.

Ribbed stockings are best for children, as they show darns less than the plain weaves. Some mothers confine their purchases to one brand, finding it easier to match up stockings when an accident happens to one of a pair. Men are also finding this a good rule to follow.

All stockings wear longer if washed before being worn, as the washing tightens the threads, and makes them firmer. This is especially true of silk stockings. Another way to prolong the life of hosiery is to rinse the feet of stockings each night, while silk stockings are strengthened by having the heels and toes rubbed (inside) with wax.

Every housewife has her own method of washing stockings, but not every one knows that stockings should be hung on the line wrong side out and in the shade; for sunlight turns black stockings to a greenish shade, and the color can be restored by washing them occasionally with a brown soap dye. White silk stockings are so affected by the light, which turns them yellow, that careful people wash and dry them at night. On the other hand, white cotton stockings are improved by the sunlight.

All stockings should be marked, not only to facilitate sorting, but to prove ownership. Woven names or initials for each member of the family are excellent not only for marking, but for mending the pairs, and are inexpensive when it is remembered that the tapes on which they are woven will outlast several pairs of stockings. By sewing the name or initial in different positions on each pair, stockings can be easily sorted and mated. Tapes can be variously sewed on—the front, back, or sides of the heel, along the edge or an inch or two below it, and stockings are mated by the position of the letter.

It is also possible to mark the stockings by using white darning cotton on black or tan stockings and colored marking thread on white stockings. Mark in cross stitch, one cross for mother, two for the eldest daughter, three for the next eldest and so on; and use the same system for father and the boys.

Select darning cotton with care. If stockings are worth darning, the work should be done with good yarn, for the cheaper grades are harsh and the colors are likely to fade. Mercerized cotton (which does not fade) is best for silk and linen hosiery.

There are various expedients for preventing wear on stockings. To prevent their being torn by the hose supporters, some wearers cut off the tops of the old stockings and slip them under the stockings that are being worn. The best way to repair a "run" or "ladder" is to fold the stocking and overcast the ladder with closely set stitches. When darning, accommodate your thread to the texture of the stocking. Two threads will do for the sides of the foot where the darn will rest over the joint, and for all parts of stockings of fine weave. Four threads will be needed in darning stockings of heavier weave and for holes that come over the toes.

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Keeping Potatoes From Sunburning.
Many housewives have to use sunburned potatoes throughout the winter and spring, as the result of a little heedlessness. They wonder why their potatoes turn dark when they are cooked and are not so tasty and palatable. Too much light in the cellar is frequently the cause. Potatoes may be injured by sun-burn without actually showing sunburn on the surface. Often you can detect the slight greenish tinge just beneath the skin when there are no outward signs of it. It may be seen at times as a distinct layer of green cells immediately below the outer skin.

In the ordinary cellar potatoes are kept in too much light. The housewife uses those from the top of the pile and those exposed to the sun, which in turn are subjected to unfavorable light rays. In that way it is easy to be using sunburned potatoes constantly without realizing it. Potatoes that have been in a light room or in line with the sunlight shining through a cellar window for only a very few days are seriously injured. They are heavy and soggy, dark colored and not uniform in texture when cooked.

It is always advisable to keep the potato pile covered with gunny sacks, canvas or some such material if the cellar is at all light. It is still easier to tack gunny sacks over the windows.

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Baby Bombs.
"Baby" incendiary bombs, which British aircraft used during the war, were so small that a Handley-Page aeroplane could carry 4,000 of them. In six weeks \$5,000 of these bombs were dropped on German industrial towns.

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RETURN TO ANCIENT METHOD OF BARTER

ADVOCATED AS A WAY OUT OF DIFFICULTIES.

European Money Values Are Upset—"Goods for Goods" Seems the Only Remedy.

One of the greatest difficulties in the way of reopening trade among the countries of Europe at the present time is that the nations with the most wants have the least money, says a London newspaper.

Manufacturers who have dealings with our late enemies, and other countries now in a bad way financially, are coming to look upon the ancient method of barter as the only sure system of trading—at all events, as long as the present financial chaos continues.

It sounds rather like a new political creed to suggest abolishing money for the time being in our business dealings with foreign countries, and returning to the days when "goods for goods" was the rule.

Yet the present-day international banking system is of comparatively recent growth, having developed at the same time as the machinery was invented on which our enormous volume of exports chiefly depend. Before the present banking system arrived—up to the beginning of the last century—trade by barter was still the general rule, and answered very well.

No Cash Needed.
Let us see how it works out. Suppose Messrs. Jones, of London, have a shipload of soap they wish to sell to Mr. Schmidt of "Somewhere in Germany." Soap is valuable in Germany, and very probably Mr. Schmidt can only pay by instalments.

That method is all right until the firm has a hundred different concerns on the continent all buying consignments of goods for which they cannot pay cash on delivery. Then it begins to assume the proportions of a private "treasury" with half a dozen exchanges to be watched incessantly, and a series of indemnities to be collected at stated intervals.

But in the days of barter, and these difficulties and confusion are avoided. Mr. Schmidt sends a shipload of linen goods in return for the soap, and makes the necessary financial arrangements with the firm who supply the goods in exchange.

In the same way raw materials might be applied in exchange for manufactured articles of the same value, instead of on credit.

They Haven't the Money.
Where goods are sold to Hungary, Austria, Prussia, or the Balkan States, some such arrangement is even more vital. In the present condition it is impossible for these countries to pay in cash, and the alternative is to lock up capital in the shape of goods supplied, for perhaps years.

In some of the "new" nations, notably Poland, Czechoslovakia, and the Balkan States, a scheme for establishing Exchange Bureaus is already being discussed. Switzerland and Rumania are now doing business on a basis of "goods for goods."

Many of the various "shortages" that are distressing the world today are really due to the break-up of Europe's transport system and the accumulation in one country of surplus stores urgently needed in another.

Why the East Wants Daylight Saving

Within a few weeks, the question of daylight saving will probably once more become the subject of more or less heated debate in which business men, city fathers, farmers with cows to milk, mothers with children of school age to look after, and last but not least, railroads with time tables to print and trains to run if possible to the minute, will demand to have their say. The advocates for daylight saving will point out that in England the economy in coal consumption effected by daylight saving during the summer months amounted to \$2,500,000, whereas the dairy farmers of the middle west protest that the morning dew and the natural milking time for cows cannot be regulated by clock, while in the North-West, where the summer sun shines eighteen or twenty hours a day the mother of seven children wishes to goodness that the darkness and the hour for bed time came twice as soon as last time, and as long—what she wants is a darkness-saving law.

The demand for daylight saving, however, is most insistent in Eastern Canada and the Eastern States and for every insistent demand there is usually a real reason. The reason apparently is that the so-called standard time in force in the area in question varies considerably from the mean sun time upon which the actual length and intensity of daylight is based. Standard time is a convenient artifice established in order to secure uniformity for neighboring communities or places. The sun is travelling from East to West and the noon hour originally travelled with it, but it was found advisable to fix definite areas in which the noon hour and other hours should remain the same for the convenience of the operation of railroads and telegraphs and the transaction of business wherein contracts involved definite time limits.

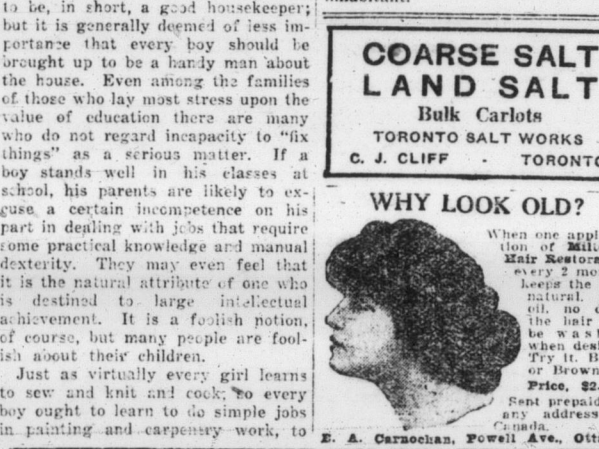
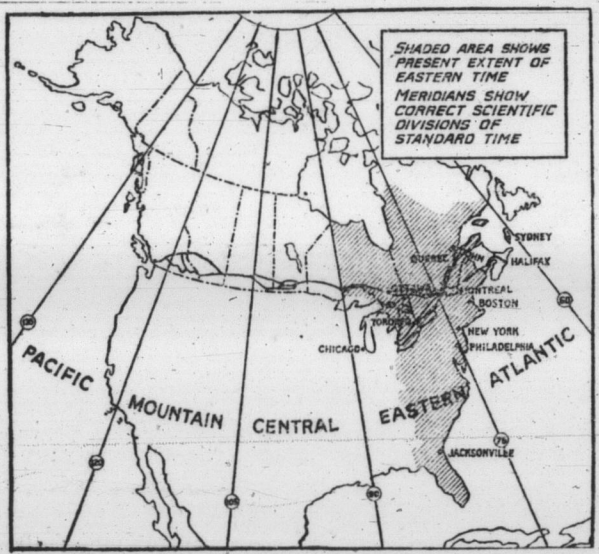
The situation was complicated, particularly in the Eastern States and Canada, by the railroads themselves, where in actual practice it was found necessary to fix the time-breaking zones at terminals or division points. As branch lines have been constructed, the carriers have extended on these the standard time observed at the junction point or upon the main line. There are instances where the branch lines radiate out of one zone

and should belong to the Atlantic Time Zone, and if this time were reinstated there would be little or no call for daylight saving now. The railroads have carried Eastern time too far east, and the States and Provinces and Municipalities which have adopted the same time for the sake of uniformity are realizing that this does not correspond with natural time. On the railways, Eastern standard time is carried from Gaspe, in Eastern Quebec, to Port William, in Ontario, a distance of 25 degrees, or 1,200 miles, instead of the 71.70 miles of 15 degrees.

On eastern standard time as at present maintained in New England and Quebec the sun rises from May to September two or three hours before the average person is about in the morning, and sets at an equally unreasonable hour. Hence the natural demand for daylight saving legislation in these parts. If New England, Quebec and the Maritime Provinces were to adopt Atlantic standard time, which is their natural specific time, they would save hundreds of thousands of dollars all the year round for fuel and light, and incidentally the agitation for daylight saving would be buried in oblivion.

It's an indication of old age when you call a heavy fall of snow "horrid" instead of "beautiful."

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