

Saved Baby's Life

For the benefit of mothers we print an extract from a letter received from Mrs. F. Weaver, Military Works, Secunderabad.



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DR. C. W. SPICER,
CHIROPRACTIC SPECIALIST.

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Graduate of the Canadian Chiropractic College, Toronto.

sept 24, 25

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sept 25, 25

Forty-Six Years in the Service of
the Public—The Evening Telegram

Some Snare for Inventors

(Continued from Page 10.)
Half a million dollars was spent in this litigation.

The Selden patent was based on what are known as "combination claims," in which the invention consists of a new way of combining elements that already are known, to produce a new result. Most patents are issued on combination claims, because it is only rarely that anybody discovers something absolutely new. And a patent based on combination claims is no protection to the inventor if the device can be made to work by omitting any single element of the combination.

An inventor got a patent on a device to use in coal stoves to enable them to burn kerosene as fuel. It was a new idea and should have made him a fortune. Unfortunately, in drawing up the claims he had included in all of them a groove to catch any dripping of oil. As soon as the device was on the market and making money, a clever young man bought one, filled up the groove and found it would work just as well. Then he duplicated the device, all but the groove, and the courts held that the inventor had no redress. He had claimed more than he needed.

"However, most of the pitfalls that confront the inventor are of his own digging," said one of the foremost of American patent attorneys. "I am speaking now of the amateur inventor, and nearly all inventors are amateurs."

"The amateur is full of fear that somebody will steal his invention. He need have no such fear if he protects himself with documentary evidence of the date of the original conception of his invention and of each stage of its development. He should also have a reliable attorney search Patent Office records to see if the invention is really new. And, most important, he ought to make sure that there is a possible market for the device."

"That is the way the professional inventor works. He usually discovers the demand and then sets to work to supply it. Nine times out of ten he supplies his invention before he applies for his patent, letting the purchaser get the patent while he turns his mind to another problem."

"The amateur nearly always demands a flat sum in cash—a million dollars is a favorite amount to ask. The professional, on the other hand, knows that an invention, no matter how useful, must be developed and commercialized and generally sells on a royalty basis, with a stipulation that his invention must be put on the market within a specified time or it reverts to him."

"Marketing an invention, even a good one, isn't always easy. Usually the market exists in the industry to which the invention pertains, but not always. The inventor of a new kind of soft collar, made of a special weave, met nothing but rebuffs from the collar industry. He finally interested some outside capital. Now the collar people all are making soft collars and already have had to pay several millions in royalties."

"Every railroad man, almost, has an invention or two to improve railroad-ing, but few ever are adopted, because to do so would mean rebuilding an entire railway system. Costs entailed are out of proportion to the value of the invention. Even so simple a device as a self-locking nut for track bolts, which almost every trackwalker invents, would cost hundreds of thousands of dollars to adopt."

"Revolutionary, basic inventions are the hardest to sell, though they bring the best prices when sold. Let the inventor beware, however, of selling to an irresponsible, or under-capitalized company. The most profitable inventions generally are improvements on existing devices that make them either better or cheaper; and these inventions usually are made by men familiar with the needs and weak spots of the particular industry. Yet bright amateurs sometimes do find the things that professionals have been racking their brains over for years. Remember that Fulton, the inventor of the steamboat, was an artist, as was Morse, who invented the telegraph; Bell, of telephone fame, was a school teacher, and yet have a vision of the possibilities."

Berlin to London by Rail

Daily Goods Train via Harwich Ferry. Every morning a train of trucks bearing the Inscription of the German Imperial Railways and the names of German manufacturers arrives at Bishopsgate, London, goods station, and the contents, after passing the Customs, are loaded into lorries and taken to various London business houses.

This has become possible by an agreement between the German railway administration and the ferry-boat company which runs the train ferry between Zeebrugge and Harwich. Trucks can be loaded in any part of Germany, and when a Customs seal is attached they are taken to Zeebrugge, embarked on the ferry, and brought into the heart of London without being tampered with.

All kinds of things are being sent over—metals, glassware, leather goods and even earthenware baths—

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which England is at present exporting to other parts of the Continent.

These imports from Germany are increasing rapidly, and the approach of the toy season will give the trade an added fillip.

Not only is this happening, but new trade will also be opened up with Czechoslovakia when negotiations which are now proceeding with that country are concluded. Fruit, eggs, butter, cheese, and other perishable goods come over in tons every day from Austria, Italy, Holland, and Switzerland.

The Italian railways have ordered 40 huge cold storage trucks in which grapes will be sent here.

Fussy Women

The great fault about women, of course, is that they fuss too much. They lack that capacity for methodical preparation by which a man makes things go smoothly.

For instance, talking about our holidays, my wife began to fuss about the terrific crowds at the stations.

"Marjorie Kingsway was at Paddington the other day," she declared, "and she said the crush was simply ghastly."

"Marjorie Kingsway," I began, "is

"Please remember that Joan is at the table," Elinor interposed.

"We need not argue about it," I said cheerfully. "Leave everything to me."

"Yes, dear, but we must be early. I don't want to stand for 200 miles in the corridor; and Joan—"

"My dear girl," I chuckled, "there are such things as reserved seats, and so forth. But please leave everything to me and concentrate on your packing. I don't want to reach the station 15 seconds after the train has left."

I must say Elinor did make a stoutish effort, and our taxiab reached the terminus with a clear ten minutes in hand.

"Two trunks, one suitcase, a hat-box, one flat basket, them golf-sticks, and the child's tricycle. That the lot, sir," asked the porter. "Right, I'll take 'em to the label porter if you'll get our tickets and meet me there. You'd best hurry up, sir; there's a big queue."

"That's all right," I interrupted. "Go ahead. I got my tickets two days ago."

The label porter asked to see the tickets, and I felt in my pocket. Then I took out my note-case.

"Hurry up, please," said the man; "there's a lot waiting behind you."

I tried to smile.

"I must have forgotten them," I said lightly. "I had a good deal to attend to. I'll dash home in a taxiab."

"That's all right, dear," Elinor interrupted. "I've got the tickets. You left them in the pocket of the old sports coat you decided at the last moment not to wear."

"But how did you—?"

"Oh, I knew you'd do something like that, so I looked," said Elinor.

Of course, Elinor said afterwards that if she didn't see to everything, nothing ever went right. But, then, women are so fussy about little things—F.D.G.



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Just Folks.

By EDGAR GUEST.

GRATITUDE.

Speech is too narrow. "Thank you, friend," I say. To one who has made happier my way. Yet countless "thank-you's" would not him repay.

Though I should gild that phrase my joy to show. And from my lips let many a sentence flow. Just what I meant my friend might never know.

He might suspect the "thank you" which I say. And think I sham the joy which I display. For words are used by those who would betray.

But should he need a friend, and find me true, Then he knows I know is all I try to do. The gratitude which runs my being through.

He can't mistrust my efforts to be kind. Cannot suspect the love which he shall find. For deeds are truest symbols of the mind.

Speech is too narrow. Verbal thanks alone May fall from lips where gratitude's unknown. And one must live that friendship which is shown.

McMurdo's Store News.

PRESCRIPTIONS.

Illness will not wait on mere man, and we know it. Therefore, part of our prescription service to you is prompt delivery within a short time. Pure drugs, experience and promptness our motto.

FRIDAY AND SATURDAY.

At our Candy Counter we have our usual supply of Fresh Delicious Candies at our Special Week-End Prices.

Princess Cherries 60c. lb.
Milk & Caramel 60c. lb.
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Malted Milk Caramels 80c. lb.
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Our Extra Special.

Fruit Tablets 40c. lb.
Crystal Mixture 40c. lb.

Our Dumb Animals.

Report Of Chief Agent, Week Ending Sept. 25, 1925.

Humanely put to death five dogs: one on Plymouth Road, which had been run over by a motor truck driven by Mr. Butler, Prince of Wales Street.

As soon as the accident happened, the dog was put to death; one on Pleasant St., which was an annoyance to the neighborhood; one on Livingstone St., which had been severely injured in some unaccountable way, and two other non-licensed dogs, which the owners wished destroyed. Complaints have reached me from Cochrane Street, Military Road and Pennywell Road, about cats being poisoned and being left to a lingering death.

Mr. Noss-lett, Pennywell Road, states that some neighbour threatened to destroy the cats with poison. I will give a reward to any person who will give information which will lead to the conviction of the guilty parties. Very thankful to Mrs. W. R. Warren for the great interest she has taken in the matter. Attended to the landing of several carloads of cattle at the railway station. Was called to put to death a large steer, in the railway car. Mr. D. Courtney would not allow it to be driven through the street, as it was so wild. If it had been let out I have no doubt but that a great deal of damage would have been done. It was immediately tied (after the bull had entered the yard) by Mr. Halliday.

Spectators were loud in their praise of the Humane Killer. It was taken to the slaughter house and dressed. Attended to the landing of twenty-seven head of cattle at A. E. Hickman's, from the Milwood. The cattle were all in splendid condition. On behalf of the Society I sincerely thank Mr. Peter Joy for the humane act in purchasing a horse, which was spoken of in last week's report and which had done twenty years' work in one employ. It was sent to the Auctioneer and sold for eighteen dollars. Mr. Joy purchased it and passed it over to me to take to the Fox Farm, or to do as I liked with it. It was brought to the Fox farm and put to death. I feel confident that all lovers of dumb animals appreciate Mr. Joy's act. I understand that nine sheep were killed by dogs in the East End of the city. The owners of the dogs should be made pay the penalty, as several people around the city keep dogs and do not give them enough to eat. An old gentleman named Stowe had his clothes torn by a vicious dog lately. Two complaints of a similar nature have come to me this week. If people were kinder to their dogs I do not think this kind of thing would happen. If unable to feed them properly they should be humanely put to death. All complaints as far as I know have been attended to.

J. BARTER, Chief Agent.

George says

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THE QUALITY OF THE BORSALINO HAT IS UNQUESTIONABLE.
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