JAN.'12 PAGE 71 The Canadian Thresherman and Farmer

one reason and another, its of progression will be much that of the wind. than en it is sailing at an angle the wind, however, the the wind, however, the is different, and then, paraical as it must appear to ny a landsman, it may far the wind. strip

An ordinary billiard table will fice to furnish the required the long cue at one side of table from end to end. Asacross the table by the force your arm, represents the d. If the cue encounters a arm, represents the á in its passage it will evintly push it across the table, as the wind would a vessel straight before it; ving cue d ball will travel at identical-the same speed. Imagine, ever that a groove is cut gonally across the table m corner to corner, and that this groove the ball is laid. en the cue encounters the Il now, it will drive it along, directly across the table before, but towards the corpocket at the end of the been moved from one side the table to the other the may have travelled diagonfrom one end to the other evidently a much longer stance. In precisely similar shion is a tacking ship enablto sail faster than the wind. Many very excellent puzzle mestions have been furnished connection with railways. that is not so easy to lve as it looks at first sight this: "At ten o'clock in the rning a train leaves Winnifor Calgary and travels at rate of fifty miles an hour. the same time another train tarted from Calgary for Winnithe rate of forty hour. Which of the at iles an hour. rains will be nearer to Winniwhen they meet?"

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he majority of people to whom this question is address-d—the reader is no doubt one f the wise exceptions — imdiately begin to calculate the distance each of the two trains respectively will be from their ting-point when they meet. train from Winnipeg will have covered a good than half the deal more total disseparating the two tertance minal points when it encounters the slower moving train from Calgary. But all this is waste of time. The rate mire which the two trains are erally travelling has no more do with the answer that is uired than the hour at which start, nor than, as Mr. W. Gilbert would have it, the ers that blow in the spring. W en the two trains meet they mu be at precisely the same dis ance ance from the terminal ts, no matter what the difnce in their speeds. Should the reader understand the questio. at once and give a correct wer he may esteem him-

self a very clever fellow indeed. Many a good man and true has ignominiously failed to maintain his reputation for mother wit under the test.

Of a somewhat similar character is another very excellent puzzle question. "Every hour in the day a train starts from Re-gina for Winnipeg. The journey between the two cities is performed in exactly twelve hours. How many trains from Regina will a traveller who starts from Winnipeg at midday meet before he reaches his destination?" This is the simple question

to which an answer is required, but how many readers can give the correct answer? Nine out of ten people to whom the question is fresh will, without hesitation, declare that twelve is the number. The tenth ex-ceptionally wideawake questionee does not overlook the fact that when the train from Winnipeg Winnipeg starts at midday 12 trains from Regina commencing with that which left Regina at midnight, are route for Winnipeg alr already. Each of these 12 trains the traveller must meet, in addition the twelve other trains to which start from Regina at midday and every hour thereafter until he himself arrives at his destination. The correct answer, therefore, is not twelve but twenty-four.

Some questions have the property of exasperating our nerves by their apparent simplicity yet



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