

"SOME" ATHLETE.

An American and an Irishman were telling each other wonderful things which had been done in their respective countries.

"I guess we have the best jumpers in the world," said the American. "Why, one of our men ran 30 miles, and then jumped over a five-barred gate."

"Sure, no wonder he did," said the Irishman. "Look at the run he took!"

A DESPERATE CASE.

After five unsuccessful years of running horses, the owner had at last triumphed. But surely there never was such bad luck! He had won his first race all right, but—confound it, the jockey was just a trifle overweight!

The owner's face was gloomy. The jockey was gloomy. The aspect was decidedly gloomy. However, the owner's visage visibly brightened when he sidled up to the jockey and whispered:—

"Can't you think of something to lessen your weight?"

"Don't think so, sir."

"Have you shaved?"

"Yes, sir; before the race."

"Finger nails clipped?"

A brief inspection of them sufficed to show that no improvement was possible.

The owner's face now resumed its former gloomy aspect, when, quite suddenly, another idea suggested itself.

"Here, give me your false teeth when the stewards are not looking!" he breathed desperately.

SMILE RAISERS.

Teacher: "What little boy can tell me where the home of the swallow is?"

Long silence. Then a hand is raised. "Well, Bobbie, where is it?"

"The home of the swallow," said Bobbie, seriously, "is in the stummich."

Professor: "I went to the railway office to-day and got that umbrella I left in the train last week."

His Wife: "That's good! Where is it now?"

Professor: "Eh? By jove, I—really, my dear, I'm afraid I left it in the train!"

Teacher: "State the difference between 'results' and 'consequences.'"

Bright-eyed Little Miss: "Results are what you expect, and consequences are what you get."

Ronan: "What's the idea of turning off my lights?"

Cronin: "Why, if we don't get the currency, you don't get the current. See?"

"I understand you began your life as a newsboy?" observed the friend admiringly.

"No," replied the millionaire. "Someone has been fooling you. I began life as an infant."

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SCIENCE SIFTINGS

By "VOLT."

Producing Dyes in New Zealand.

"Specimens of New Zealand dyes, made from several species of coprosma (*grandifolia*, *areolata*, *foetidissima*, and *lucida*) by Mr. B. C. Aston, chemist to the New Zealand Department of Agriculture, are shown in a recent issue of the Department's *Journal of Science*, says the *British Board of Trade Journal*. "The colors range from yellow and brown and red, through intermediary tints, to black. Wool treated with these dyes was exposed during the whole of a winter month to rain, wind, and sunshine, and only one color (the yellow of *foetidissima*) faded. These dyes, according to the *Journal*, can be made easily by any household, and thus they can have a use in home industries. The value, in the commercial sense, remains to be seen. It is possible that the experiments with coprosma may reveal a dye compound not previously discovered, but when the chemical analysis of the new compound becomes known it may be necessary to use constituents of coal tar for the manufacture of the new dye on a large scale."

Where the Airship Beats the Plane.

Convoys, searching for submarines far out to sea, preventing mine-laying by night-flying, and many other activities have been the work of the airships during the war. Now for peace. One of the disadvantages generally urged against the ships is the number of men required to handle them on the ground. Small ships can now, however, be landed in fine weather by a very few men, although it is true that they do require a large handling party in rough weather. This, however, can be altered in the near future by the employment of sheds on the floating-dock principle, which will swing to the wind and do away with the danger of getting the ships in and out with the wind blowing across the shed. The ships will be towed in by small motor-tugs. Caught in a fog, the engine can be throttled down and the ship can cruise slowly, picking its way. An aeroplane, however, has more chance of hitting something, as its slowest speed is anything from 60 to 100 miles per hour. In the same way, in crossing large tracts of water, in the case of engine trouble the plane is forced to alight, and even a flying-boat will be smashed by the swell in mid-ocean. But an airship can drift at any altitude until her engines are repaired, or if the wind is blowing in the wrong direction she can put out her drogue, or sea-anchor, and float 50ft above the surface of the sea.

Fuel can be taken up from any ship at sea: the airship does not require to land on a specially decked-over ship. Fuel and food can be passed up by means of ropes. Should her engines be absolutely out of action she can be towed in by any ship to which she attaches herself, flying like a kite-balloon astern of it. For touring parties and seeing the country, the airship is the ideal means of conveyance, as it can meander peacefully over the countryside at 10-15 knots with very little draught, and in many types the engines are in a separate car from the passengers, so that they have practically no vibration, smell, or noise.

Again, compare the advantages of an aeroplane and an airship in exploring. Crash the former in a primeval forest through engine or any other trouble, and your expedition is at an end. But the airship can come to anchor above the trees and stay there as long as necessary until the defect is remedied.—"T," in the *London Daily Mail*.

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