

These two worthies having arrived, the old lady showed her find to the expectant crowd.

"Now," she said, "what is it?"

"That!" roared the stationmaster. "That thing! Why, you—you—it's a footwarmer!"

#### THE LAST STRAW.

The young cyclist was fighting hard against a strong head wind, and wondering what unhappy thought had prompted him to venture so far away from the school. It was getting darker every minute, and, to crown his misery, rain began to fall.

Soon the rain came down in its best style, and the poor fellow got wet to the skin. Then a piece of glass laid his tyre open. With a moan he flung himself from the saddle and commenced to repair the damage.

Presently there approached from the opposite direction a benevolent old gentleman. Gazing at the up-turned bicycle, the perspiring youth, and the repairing outfit, which he had dropped in the mud, he inquired:

"Had a puncture, my friend?"

The boy looked up, and swallowed his feelings with a huge gulp.

"No, sir," he replied, with a magnificent effort at sarcasm. "I'm just changing the air in the tyres. The other lot's worn out, you know!"

#### SMILE RAISERS.

The teacher had been telling her class about the rhinoceros family. "Now name some things," she said, "that are very dangerous to get near to, and that have horns."

"Motor cars!" promptly answered Johnny.

New Vicar: "The next question is, dear friends, the carol singing. From what I learn, a couple of tenors would brighten the singing, and—er—I think I can find them for you."

Giles: "On be'alf of the singers I thank 'ee, sir; I'm sartin sure it'll make us sing more 'earty. You see, sir, last parson was 'ere twenty year, and he never gave us a penny."

The fisherman dashed into the country hotel and excitedly grasped the manager by the arm.

"What do you mean by luring anglers here with the promise of fine fishing?" he said. "There isn't a bit of fishing about here. Every brook has a sign warning people off."

"I didn't say anything about fine fishing," said the manager, calmly. "If you will kindly read my advertisement carefully you will see what I said was, 'Fishing unapproachable.'"

"Where's your watch?" asked the observant man.

"Why, here it is," replied the man whose prosperity had slipped a cog recently.

"But that's a silver one. The one you used to have had a handsome gold case."

"Well—er—circumstances alter cases."

Examiner: "Now, William, if a man can do one-fourth of a piece of work in two days, how long will he take to finish it?"

William: "Is it a contrac' job or is he workin' by the day?"

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## SCIENCE SIFTINGS

### Over Four Hundred Perfumes.

It is interesting to note that 4200 species of plants are gathered and used for commercial purposes in Europe. Of these, 420 have a perfume that is pleasing, and enter largely into the manufacture of scents, soaps, and sachets. There are more species of white flowers gathered than of any other color—1,124. Of these, 187 have an agreeable scent. Next in order come yellow blossoms, with 951, 77 of them being perfumed. Red flowers number 823, of which 84 are scented. The blue flowers are of 594 varieties, 34 of which are perfumed; and the violet blossoms number 308, 13 of which are pleasantly odoriferous.

### World's Greatest Cantilever.

The story of the Quebec bridge, carrying the trans-continental line of the Canadian Government railways over the St. Lawrence River, is a record of a great engineering triumph. The bridge is notable as having the longest and by far the heaviest single span yet built, and for the novel method adopted to place the centre span in position. The story of the bridge is briefly told in the *Engineering News Record*, which says:—"In the engineering world the name of Quebec has for half a generation been associated with a great prospective engineering triumph. Twice the hopes of success have been dashed, but never in the heart of the true engineer was there doubt that the enterprise would be brought to a successful completion. "Now the great hopes are realised, and the greatest of cantilevers stands closed across the St. Lawrence. Just 10 years ago the south half of the first bridge crumpled under its own weight, dragging 100 men to their death. The investigations and discussions that followed destroyed that first project to its very roots. But new leaders were found, new ideas developed. On the wreckage of the old there arose the finest creation of bridge-building that any generation has seen. What courage was required to attack the work anew can be realised only when one recalls the extent of the defects revealed in the old design. True, these discoveries were warnings for the succeeding designers, but impressed with the terrible nature of the first experience, their work could not but be haunted by visions of what had happened in that dark August of 1907. Despite the most careful study and precautions, a second accident marred the record of the structure, when the suspended span, while being hoisted into position, fell into the river. The wires had not finished sending the story of this accident to the world when the announcement was made that it would be rebuilt and erected by the same method. This promise was fulfilled, and this greatest of bridges has been erected on the failure of 1907 and the loss of 1916. The Quebec Bridge, it may be pointed out, with its span of 1800ft., exceeds the span of the famous Forth Bridge by 100ft., and that these two are in a class by themselves—the next longest, the Blackwell's Island bridge (New York) being less than two-thirds the span of the Quebec Bridge.

## A SHORTHAND REVOLUTION.

Mr. Wm. Wheatcroft, one of the foremost authorities on PITMAN'S Shorthand, Editor and Author of the new editions of the "Teacher," the "Primers," etc., after a close study of

### GREGG SHORTHAND

and writing 80 words a minute after less than 6 WEEKS' study, writes:—

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