

## SOME FAMOUS PUNS PULLED OFF IN ENGLAND

(E. L. Marsden in London Express.)

Puns have been abused by eminent writers, notably by Addison, Dr. Johnson and Oliver Wendell Holmes, but many have loved them. Milton, used puns, so did Shakespeare, Rabelais, Arisophanes and Lamb.

Addison affirmed that nothing is true wit which cannot be translated into another language, that puns cannot be translated and are therefore not true wit. What of the old jest of the punster who said he could make a pun on any subject? "Make one on me," said King Charles. "Oh! The King is no subject." This loses nothing by translation into French: "Le roi n'est pas sujet."

Perhaps puns on a person's name are the least defensive of any. Shakespeare frequently sins in this respect, but when Queen Elizabeth, a woman of brains, thought it witty to say, "Ye be burly my Lord of Burghley, but ye shall make less stir in my realm than my Lord of Leicester," what can one expect of that period?

However, some excellent puns have been made on names. Foote, the comedian, asked the landlord of an inn who had overcharged him: "What is your name?" "Partridge, sir," replied the host. "It should have been woodstock by the length of your bill," said Foote.

Charles Lamb Kenney, the journalist, dining at a friend's house, swallowed a small piece of cork with his wine and had a severe fit of coughing. Someone with a feeble attempt to humor said: "Take care, that is not the way for Cork." "No," gasped the sufferer. "It's the way to kill Kenney."

Napoleon is credited with one pun, and that not a good one. During his Italian campaign he replied to a woman who was surprised to find such a famous man so young. "Madam, I am young today, but tomorrow I shall have Milan" (mille ans—a thousand years.)

English punning was at its height in the time of Lamb, Jerrold, Hook and Hood. Hood was an absolute punning machine producing all sorts and kinds. Even when the undertaker called he said that his visitor was anxious to "urn a lively Hood." He and Hook were often about together, and someone remarking on this, Hook said, "Naturally Hook and Eye are almost inseparable."

Hook regarded his own best pun as

## IRON AGE TOWN IN SCOTLAND TO BE UNCOVERED

London, Oct. 15—A party of American archaeologists has announced a plan for a digging expedition on Craiglockart Hill, Edinburgh, which is now used as a golf course but rests on top of a primitive settlement believed to date back to the Iron Age. German zeppelin raids in Scotland during the World War are responsible for the discovery of the ancient town beneath the hill.

It was first chosen for anti-aircraft guns when Edinburgh began to defend itself against raids. The digging of the gunners laid bare a stone parapet, but the significance of the discovery was not then realized. In 1918 an officer in the Royal Scottish, who is now one of the country's leading antiquarians, returned to Craiglockart and his excavations revealed a row of dwellings buried for centuries under black loam.

Since then dozens of fragments of bones, broken pottery and other relics have been dug up.

Governor Al Smith, speaking of municipal progress says "the trouble with the pay as you go policy is that you don't go anywhere," which illustrates the difference between cities and individuals. Ordinarily, if the latter don't pay as they go they stop going.

New Professor—And just what will my duties be as professor of Egyptian archaeology?

College President—You'll bring water for the coaches take tickets at the grand stand and rub the football men down.

having been made when he noticed a hoarding with "Warren B—" upon it, the remainder of the word having been rubbed it. "Oh," said Hook, "the rest is lacking."

When a man who was being shown over a house by a pretty maidservant jocularly asked: "Are you to let with the house?" she replied: "No, sir, I am to be let alone." This is a splendid example of a really good double meaning, quite unforced.

Finally, a student, reading aloud to Sidney Smith, by mistake read "part-ridges" for "patriarchs." "Now," said Smith, "you are making game of the patriarchs."

## BAKED BEANS LOSE POPULARITY IN THE STATES

Atlantic City, N. J., Oct. 15—The Boston baked beans and the corn pone that have tickled the palates of New Englanders and Southerners during the past have given way to other dishes that are popular everywhere, according to a report made at the eighth annual convention of the American Gas Association today.

The report is based on a questionnaire given national distribution to the home service workers of gas companies and reflects the popularity of recipes and dishes in all sections of the United States.

Missouri is partial to all kinds of Spanish dishes, and New York simply must have its pies and cakes. One section of New York also seems to have a fancy for Arabian stew.

New Jersey lacks a favorite dish. The most popular national dishes, the survey points out, are pie and cake. Angel food cake and devil's food cake are closely followed by the more conventional layer cakes.

## A FILM STAR HAS YET TO SAY YES

Hollywood, Cal., Oct. 16—Newspaper men failed in a John Alden role here last night when they attempted to confirm the reported engagement of John Gilbert, film star, to Greta Garbo, Swedish motion picture actress.

"Go ahead and ask her," Gilbert said, after admitting his love for Miss Garbo. "If you do ask her I hope she says 'yes.' That's the answer I've been waiting for for three weeks."

Miss Garbo, who told questioners a day or so ago she would have an answer in a week, could not be reached.

### AGRICULTURE.

"Alas," the pessimist exclaimed "Ambition is perverted; The city complex must be blamed The good old farm's deserted."

"Yet," says the optimist, "farm scenes Despite the mowls of knockers Are bright with bumper crops of greens, Tees, clubs and knickerbockers."

## MANY ODD DEVICES ARE NOW GUARDED BY PATENTS; APPARATUS TO RAISE HAT TO LADY FRIENDS

More than thirty years ago a young man, starting on his summer vacation strolled to the railroad station with a heavy suitcase in each hand. On the way he encountered many young women acquaintances, and, being a stickler for the niceties, he saluted each one as a polite gentleman should—by tipping his hat, says a writer in Popular Science Monthly.

Now, saluting in this way while struggling with a hundred pounds or so of hand baggage is no feat to be tossed off lightly. Each encounter required that the young man stop, place his bags on the sidewalk, raise his hat, and then pick up the bags again and resume his journey toward the station. He accomplished each greeting with as much good grace as could be expected under the circumstances, but by the time he was on his train he was pretty well tired out.

### Invents Hat Tigger

"Whew!" he breathed as he seated himself. "I'm glad that's over! Somebody ought to invent a hat that would tip itself when a fellow has his hands full." By gum," he thought, a moment later, "that's an idea! I'll invent one myself!"

And he did. He constructed a hat that would rise whenever he nodded his head. Moreover, under the title of "Saluting Device," the United States Government awarded him a patent on the idea in the year of 1896.

The writer came across the patent papers of this and some other odd or fantastic conceptions of inventors while searching among the government records recently.

Most of these inventions are not only highly ingenious, but can be made to work. Also, some of them contain suggestions of practical value; and it is particularly interesting that in almost every case the idea reflects a certain trend of invention at the time it was patented.

### Sure Early Riser

Take for example, Patent No. 325437 issued in 1885. It is entitled "Alarm and Waking Bed." Quite evidently it was one of the heralds of the age of the suburbanite and commuter, for it provided an effective way of getting up in time to catch the morning train. Actually it is a simple mechanism for dumping the lingering sleeper out of bed, should he ignore the alarm clock. If the sleeper does not arise, the clock at the head of the bed trips a latch supporting the head portion of the hinged bed frame, spilling the occupant on his head!

Similarly, one of many early attempts to supply the busy man with a quick-shaving safety razor may be seen in the "Shaving Device," to which was granted Patent No. 646,065 in 1900. Behind that modest title is a device that is nothing more nor less than an emery wheel for grinding the whiskers off! It consists of a small roller with an emery surface, driven from a belt connected with the wheel of a sewing machine. Let the inventor describe its operation:

"The abrading surface of the roller," he says in his patent papers, "is held in contact with the face of the user, and the roller given a continuous rotary motion at a high rate of speed and the roller moved over the face as the beard is worn away, the device to be used on a perfectly dry face, no soap or water being used!"

### Safety Doubtful

As to the safety of it, only the man who has tried it can tell.

Again, one of the beginnings of the modern vogue for face lifting, permanent waves and similar beautifiers perhaps may be found in the "Device for Producing Dimples," patented in 1896. This is simply a brace and bit for wearing down a neat hollow in the flesh wherever the dimple may be desired! The business end consists of a knob that is placed on the desired spot, and an arm with massaging roller which swings about the knob in a small circle as the crank is turned. With this the inventor proposed to produce an "artistic dimple" of almost any size you might want.

Equally novel is a wonderful beautifier for men—one which might enhance the service in any well-equipped barber shop. It is called the "Hair Planter." Convinced that the way to put hair on a bald-headed man is to set out a new crop, the inventor patented a machine to puncture the surface of the desert scalp and to plant a little sprout of hair in each puncture. He informs us that the sprouts to be thus planted should be "thoroughly sterilized, or otherwise treated to make them as staple as possible."

### Rail Devices Many

Ever since there were railways inventors have been racking their

brains for foolproof ways of preventing grade-crossing accidents. The result has been everything from the hand operated gate to the latest suggestion for an electrified water spray controlled from the approaching train. Under the date of April 7, 1885, however, we find a patent that takes the prize for originality. This inventor proposed to attach the gates in front of the locomotive! They were to be in the form of lazy tongs which could be shot out ahead of the cowcatcher, or pulled in, as circumstances demanded. Not the least part of the invention was a warning whistle at the tip of the lazy tongs. This was so contrived that it could be employed also to shoot a jet of steam at any cow that might wander onto the track.

As for preventing train collisions, a high mark for ingenuity undoubtedly should go to the inventor, who, in 1895, got a patent for a "Railroad Train" that would let an approaching train crawl right over its back. The idea was to have every train carry a trestle running along the top for the full length, and inclined at both ends. To make this possible the tops of the front and rear cars were to slope down to the level of the track. By this leapfrog system, the inventor explained, two-way traffic might continue without a hitch on a single track.

### Fire Escape Models

Devices for human safety always have been favorites with inventors. Back in the 1870's, when buildings were growing taller, ingenious minds turned freely to the invention of new-fangled fire escapes. One of the oddest of these, patented in 1879, was in the form of a parachute attached to a headgear worn by the escaper. With this, declared the inventor, "a person may safely jump out of the window of a burning building from any height, and land, without injury and without the least damage, on the ground." He further provided overshoes with thick rubber soles "to take up the concussion with the ground."

Household pests have offered another attractive field for inventive effort. Some of the results are astonishing. A shining example is a "Mouse Trap," patented in 1913, and based on the theory that the "sound or tinkling of a bell is as a rule very terrifying to rats and mice, and that if pursued by such sounds they will immediately vacate their haunts and homes, never to return." This trap is designed so that when the mouse grabs for the cheese he sticks his head through a little spring collar that immediately closes about his neck. On the collar is a tinkling bell. The mouse escapes and runs back to his hole, ringing the bell, and the other mice all run away.

Another knockout, of the year 1898, is an "Electric Bedbug Exterminator." The bed to be vacated is wired with a network of high voltage circuits, with small gaps and contact points at intervals in the wiring. When one of the bugs bridges one of the gaps, like a switch, it is jolted into eternity—and out of the bed. Humane is the electrocution of bedbugs.

## WOMAN GETS A MARINER'S CERTIFICATE

London, Oct. 15—The prospect that women soon may be found on the bridges of Atlantic liners looms in sight with the taking of a marine second engineer's "ticket" by Victoria Drummond, twenty-eight-year-old god-daughter of Queen Victoria. She is the first woman to receive an engineer's certificate. She joined the Blue Funnel liner Anarchis as junior engineer two years ago and has made six trips to Australia and the East.

She is now rejoining the liner for more sea experience before taking the examination for a first engineer's ticket, which will make her a full-fledged MacAndrew, qualified to perform all the miracles expected from a Scotsman at sea, but content to use language which to him would be a terrible handicap. Miss Drummond has worked all the usual watches, and, it is pointed out, it would have been much less difficult and unpleasant for her to have qualified for a master's ticket.

"My wife says if I were to die she would remain a widow."

"Evidently she thinks there isn't another man in the world like you."

"On the contrary, she says she's afraid there is and that it would be just her luck to get him."

## FIRE ALARM LOCATION IN THE CITY

6 Argyle and York Sts.  
7 Victoria Hospital.  
8 Children's Aid Home.  
12 Westmorland and Albert Sts.  
13 Northumberland and Saunders Sts.  
14 Brunswick and Smythe Sts.  
15 Charlotte and Smythe Sts.  
16 George and Northumberland Sts.  
17 King and Northumberland Sts.  
21 Queen and York Sts.  
23 York and George Sts.  
24 Queen and Westmorland Sts.  
25 Brunswick and Westmorland Sts.  
26 Charlotte and Westmorland Sts.  
27 King and York Sts.  
28 Saunders and York Sts.  
31 Queen and Regent Sts.  
32 Needham and Regent Sts.  
34 Queen and Carleton Sts.  
25 Brunswick and Carleton Sts.  
36 Charlotte and Carleton Sts.  
37 George and Regent Sts.  
38 King and Regent Sts.  
42 St. John and Aberdeen Sts.  
44 Queen and St. John Sts.  
45 Brunswick and St. John Sts.  
46 Charlotte and St. John Sts.  
51 King and Church Sts.  
52 George and Church Sts.  
53 Union and Church Sts.  
54 Shore St. and University Ave.  
55 Brunswick St. and University Ave.  
56 Lansdowne St. and Waterloo Row.  
57 Grey St. and University Ave.  
112 Smythe and Aberdeen Sts.  
113 Argyle and Northumberland Sts.

## THE DAILY MAIL

Is on Sale at the following places of business in the city:  
O. H. CROWLEY, 612 Queen Street.  
MISS QUINN, 147 Westmorland Street.  
ALONZO STAPLES, 100 York Street.  
A. J. HANLON, 83 Regent Street.  
W. GRIEVES, Cor. Regent and King Streets.  
RAY BARKER, Cor. Carleton and King Streets.  
WESLEY ERB, 266 York Street.

Professor's Wife—A truck ran over your best straw hat!  
Absent Minded Prof.—Was I wearing it?

## Canadian National Railways

### TENDERS FOR HARDWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Hardwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Beech, Oak, Hard Maple, Chestnut and Yellow Birch Timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and August 1st, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1. 2, revised July 15th, 1926, for Number 2 Square sawn Hardwood ties.

Tender forms can be obtained at the office of the Tie Agent at Moncton, and Toronto, or General Tie and Timber Agent at Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.  
G. P. MacLAREN,  
General Tie and Timber Agent,  
Montreal, Que.  
Sept. 28th, 1926.

## Canadian National Railways

### TENDERS FOR SOFTWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Softwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Fir, Hemlock, Jack Pine, Princess Pine, Tamarack and Cedar timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and September 30th, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1. 2, revised July 15th, 1926, for Softwood ties.

Ties of each grade to be loaded separately.

Tender forms can be obtained at the office of the Tie Agent at Moncton, Toronto or Winnipeg, or General Tie and Timber Agent, Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.  
G. P. MacLAREN,  
General Tie and Timber Agent,  
Montreal, Que.  
Sept. 28th, 1926.

# A LITTLE THING

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