PROBLEMS FOR SUN READERS

SEEKING A ROYAL ROAD TO SOLUTION IN BRIDGE.

The Royal Rule Found Not to Apply to Problem No. 86. Maybe It Will Solve This Eight Carder—One Way to Figure Motor Car Mileage—Chess Endings.

A number of comments have come to hand in connection with the solutions to bridge problem No. 86, most of them induced by attempts to apply the Roy rule to the situation there disclosed. All agree that this rule does not apply, even if it be necessary to win every trick, because there are no discards to be forced and the critical lead, instead of being the third or fourth from the end, is the second from the beginning.

James Hunter says: "I do not believe there is any royal road to the solution of bridge problems such as are given by THE SUN, and one can find endless exceptions which upset Mr. Roy's rule, interesting as it is. In No. 86, for instance, the secret is to get control of a suit before you lose the power to put your partner in after the suit has been made good."

F. J. J. says: "While Mr. Roy's rule may be all right for discard problems No. 86 shows that there are such things as problems which are not to be solved by forcing discards, this one depending entirely upon the proper management of the leads, Y and Z paying little or no attention to the play of their opponents. I would suggest this form of analysis for such cases as No. 86:

"It is evident that the partners Y and Z have five certain tricks in sight and as they want all seven the most natural thing is to try to make Y's trump good for a trick on some suit other than hearts, of which Z has the control. As this cannot be done we are forced to examine the other suits more closely and it then becomes evident that Y can make two tricks in spades if he can lead that suit, perhaps once will be enough, but twice may be necessary.

"The problem, therefore, is not to force discards, but to get Y into the lead twice, once to clear his suit and once to make it. As his trump and his king of diamonds are his only reentry cards, it is clear that he must trump something to use his club. The only thing he can trump is a heart, therefore Z must start with a heart and Y must trump it, whether it is good for a trick or not, so that he can lead his spades through B's jack and clear them.

"Whether B plays the jack or not does not matter, because if B passes, Z discards a diamond and Y leads another spade. If B still refuses to cover, Z will trump the third spade with the four, so as to shut out A's little trump, and after picking up both the adverse trumps he will make his heart trick and then lead a diamond to Y's king.

"If B covers the spade at once with his jack, Z will trump with the four and lead the eight, Y discarding a diamond. When Z plays his remaining heart Y will get rid of the other small diamond, leaving him with the king of diamonds and two stiff spades for the last tricks."

W. H. Lersner says: "I cannot see how the Roy rule can be applied to problems of this kind, which is fortunate, because if bridge problems could be solved by rule it would quite destroy their interest."

R. F. Knipe says: "I applied the Roy rule to No. 86, the preliminary examination showing that there were no suits to force, which was something, as it compelled me to look for some other solution. It is quite a help to be shown that you are on the wrong track."

H. F. W. says: "I suppose this No. 86 must be the proverbial exception that proves the rule."

C. F. Johnson says: "There are no royal roads to the solution of bridge problems like those in THE SUN, the only road being that of study guided by the signboards of experience, but, unfortunately, these are seldom erected at the same bifurcations. There is little analogy between any two good problems, except that both contain overtaking, placing the lead, forcing discards, unblocking, establishing suits, making trumps separately, finessing and a few other elements, which, if one may judge from THE SUN'S weekly column, admit of an infinite variety of arrangement."

Helen Dorsey says: "I think Mr. Roy's rule is very nice. Cannot THE SUN give us a discard problem in which it will be as difficult to work the rule as it would be to find the solution without it?"

Now, there is a facer! But before attempting to meet it here is the list of correct solvers of No. 86:

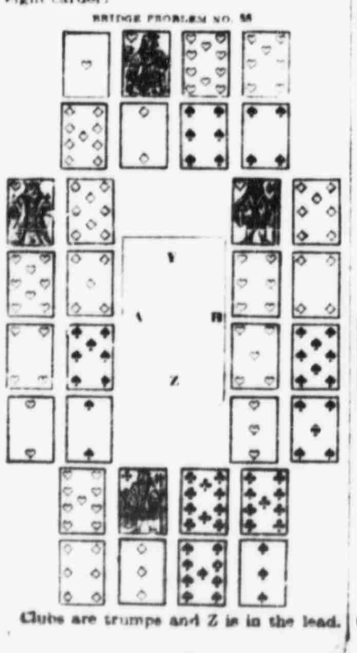
J. Warren Merrill, A. S. Kirkman, H. W. Coleman, H. T. Green, J. W. Cromwell, Jr., Nemo, J. S. Barstow, C. N. Hilton, Kenneth S. Hogg, H. H. Miller, E. W. Lambert, A. Battell, Richard F. Hall, Thomas N. Gurney, Helen Gorsey, Igoe, Robert Crothers, Ellen Jennings, Morris A. Tyng, R. F. Knipe, W. P. W., Charles Westbury, O. C. Shanks, Tramp Trays, Fred Adams, J. G. Walsh, Herbert Riker, N. D. Burt, C. A. Baggs, J. B. Hill, Eleanor Mellen, T. C. Rhodes, Bay State, N. S. Willetts, F. J. J., G. T. Forbes, N. D. W., J. C. Bullitt, Charles Waters, C. F. Johnson, Wallace Hampton, Ella C. Avery, H. K. Thaw, William C. Van Antwerp, Thomas Rogers, Henry Andresen, Nathan H. Norris, A. I. Strasburger, M. S. B. George A. Thorpe, James Hunter, A. C. McKinnie, J. L. Lazarus, Thomas C. Balcom, Jesse Weisman, Milton C. Isbell, J. M. E., Ralph Boyer, W. W. Dudley, Algernon Bray, Horan Artur, W. O. Johnson, George B. Glover, Ben Kard, Vanderpool, Burton D. Blair, William H. Lersner, Russell Law, A. Z. R., Roscoe C. Harris, Frank Roy, J. W. Wortz, William Richmond, H. M. W. E. C. F. Johnson, J. D. Goldberg, A. B. Ginner, H. E. W., O. H. Boston, J. L. Scott, Fratto, S. P. H., Victor Du Pont, Jr., W. A. Bulkley and Arthur Kent.

As supposed by all who have already sent in solutions for No. 87, the four of clubs in Z's hand might be any small club, such as the trey or the five.

The following are to be credited with correct solutions to No. 85, received too late for publication last week: E. W. Lambert, George B. Glover, Dr. George C. Bailey, Thomas C. Balcom, W. O. Johnson and Kenneth S. Hogg.

In response to the request of Helen Dorsey, how would it do to see whether or not the Roy rule would solve this little eight carder?

BRIDGE PROBLEM NO. 88



Clubs are trumps and Z is in the lead.

Y and Z want all eight of these tricks against any defence open to A and B; how do they get them? As in all eight-card problems there is more than one variation possible for the defence and solvers must be careful to examine them all in order to get credit for correct solutions.

THAT INSURANCE METHOD.

Some of the answers to this question betray lack of perception, while others are simply wild guesses. The following, from N. D. W., is a good example of the method followed by those who got the correct answer:

"There is no trouble in seeing that the average age between 30 and 50 must be 35 for the first year. These first 1,000 get older by a year and then the average for the second year must allow for their advanced age, but the average age of the new members will still be at 35. This gives us: (1 × 35) ÷ 2 = 35. For the third year, still calculating for the advanced age of the old members, we get: 1-3 (3 × 36) ÷ 3 = 36, and so on, for as many years as you please if there is to be no allowance for deaths."

Correct answers from:

J. G. Walsh, F. J. J., J. C. Bullitt, A. Z. R., J. W. Wortz and N. D. W.

MILE. EGAD MILEAGE.

Some of the cheaper clocks carried on the dashboard of automobiles are seriously affected by the vibration of the machinery and this variation in their timekeeping ability has been reduced by experts to something very closely resembling a personal equation.

Billy Speedum had a motor car which had all the virtues and he was never tired of telling his friends that he could run fifteen miles on a gallon of gasolene, used only 10 cents worth of lubricating oil a day and never had a blowout in his life.

Jimmy Fitch had a personal dislike to anything that was perfect and in his many attempts to pick flaws in his friend's motor he at last found his reward in watching the clock on the dashboard. By comparing it with his fifth of a second stopwatch he found that the clock lost about nine seconds a mile when the six cylinder motor was running, but that it gained twelve seconds a mile when the motor was shut off for down grades. Billy Speedum said that did not matter, as the thing averaged up at the end of the day's run, a statement which his friend seriously questioned.

In order to test the matter they started off for a trip one day, the clock being set to the second. Unfortunately for Billy Speedum's reputation he had to pull up quite unexpectedly and confess that he had forgotten to examine his gasolene supply before he started and that the tank was empty.

"Anyhow," he added with a laugh, "I win my bet on the clock. It's right to a hair."

How many miles had the motor been running? How many miles of the journey had it been shut off? And how much gasolene was in the tank when they started?

THAT CHESS ENDING.

The position shown in chess problem No. 88 is an excellent illustration of the importance of marking time when it is necessary to hold a certain position until the adversary makes a particular move. White can secure a mate if he can force the black king to leave his position, even for a single move, or if he can get the black bishop from in front of the white pawn. Here is the play:

White	Black
R K1	K B
R B8	K K
R x P	P B
P B6	P B5
P B7 mate.	

If, instead of moving the king, black plays B K1, white will reply with R B8 and the passed pawn wins.

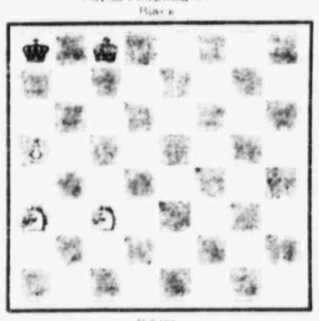
Correct solution from:

Dr. A. H. Baldwin, Mate Roy, W. L. D., O'Grady, W. W. Conklin, W. W. Kistler, William C. Van Antwerp, R. F. W., D. C. Shanks, Morris A. Tyng, N. D. W., Milton C. Isbell, Kenneth S. Hogg, William S. Burns, Jr., and S. D. Shaw.

As a study in expedition take the following position.

CHESS PROBLEM NO. 89

Black



White

If you had the white men and it was your play how would you proceed in order to end the game in the fewest possible moves?

Georgia's Wealth in Pecans.

From the Atlanta Constitution.

A despatch from Albany published recently in the *Constitution* indicated that within the last four months 15,000 acres of pecan lands had been sold in and around Dougherty county.

Preparations are under way for planting this tremendous area in the toothsome nut that promises so large a revenue to Georgia.

The problem regarding this especial industry has lately changed from one of a selling nature to one of getting lands to sell.

At present, it is said, there is an actual famine of pecan lands readily available.

To be sure, there are still large unoccupied tracts in the pecan belt, but the owners foresee the possibilities of tremendous development and are in no hurry to rush their holdings on the market.

Within only comparatively recent years has the country awakened to Georgia's potentialities with regard to pecans.

Now it is common knowledge among investors that orchards properly tended and the expense of so doing is small, return dividends beside which many other crops are negligible.

It is logical that in course of time the pecan will become one of the State's best revenue producers.

The pecan, moreover, is only one item. Georgia has plenty more such at her back to inspire the activities of the Greater Georgia Association and other organizations engaged in the mission of development.

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TEMPTED BY A QUEEN, HE FELL

Mistake of Lem Brothers in a Game of Poker With Three Professionals.

"This here world sho' is full o' temptations an' spitfalls fo' th' onwary, as the Good Book calls 'em," said old man Greenlaw as he gazed dreamily out of the window of his little saloon near the levee in Arkansas City.

"Mo' 'n that," he continued, "po' human natur' 'pears to be that constitooted what a ripsnortin' big temptation o' 'most any sort p'sents mo' of a inducement to a man to switch off onto the broad an' narrer way what leads to'ds destruction nor the most c'rect principles does t'ods keep in' him onto the straight an' easy path o' virtoo. Mo' 'n likely if Adam an' Eve 'd realized that they'd 'a' stuck to p'simmons an' wouldn't 'a' stole no apples.

"But the hull human race 'pears fo' to have mo' hankerin' a'ter what's fo'bid by the rules o' the game nor they has fo' the legitimate dvantages that's to be had by playin' straight an' not gettin' caught breakin' no rules. That's where draw poker p'ints a heap o' val'able morals if a man on'y considers of it philosophical like he'd oughter. 'Pears like th' ain't nothin' c'mpares with draw poker when it comes to p'intin' morals."

Here the old gentleman paused. His friends looked at him with some anxiety.

"I reckon we uns ain't doin' our hull duty," said Jim Blaisdell in an undertone.

"As how?" demanded Jake Winterbottom with the same caution, lest old man Greenlaw should overhear.

"Stands to reason," said Blaisdell earnestly, "how usin' so much language constant is weak'nin' to the mind, an' I reckon it'll tell on his body too 'fo' long. There'd oughter be somepin' did. He'll talk hisself into a decline."

"Tain't likely," said Joe Bassett. "I never heer'd o' him declinin' nothin' 't come his way."

"That ain't what I mean. Decline is what the doctors calls consumption," explained Blaisdell.

"Well, in' ain't nothin' the matter with th' old man's consumption," said Sam Pearsall. "He c'n get away with mo' liquor 'n' mo' cigars 'n any two men in town."

"Oh, shucks!" exclaimed Blaisdell impatiently. "Yo' uns 'pears to——"

What he might have said the other men never knew, for at the moment old man Greenlaw resumed his discourse.

"There was Lem Brothers," he said. "I reckon there wa'n't no mo' upright citizen in the hull State 'n he was afo' he was took with a terrible temptation. 'Twa'n't no 'xcuse fo' him, neither, bein' as he knowed well enough what some o' the consequents 'd be an' had oughter knowed the rest on 'em.

"It all begin 'long o' Lem Brothers tackin' a proposition 't was too hefty fo' him when he'd oughter knowed enough fo' to stuck to what he e'd do, but when Joe Halsey came home f'm a trip to New Orleans with a wad an' told a yarn bout havin' set in with three p'fessionals on the boat an' did 'em up good an' proper on three hands he held afo' he got cold feet, Lem Brothers took consid'able mo' flotree o' what Joe was tellin' 'n was really good fo' him.

"He come into my place in Greenville where I was workin' them days, an' he says, 'What ye think o' Joe Halsey doin' them p'fessionals up like he done?'

"I looked at him fo' a minute, an' I seen what he really meant 't, so I says, 'I ain't thought none on it.' 'Pears like th' ain't no 'caston to waste time thinkin'. 'Tain't nothin' but one o' Joe's lies.' I says 'Stands to reason if he'd set in with p'fessionals he'd 'a' come home skint. 'Stead o' that,' I says, 'he's got a wad.'

"So Lem Brothers he says, kind o' eager an' gleamin' outen his eyes covetous like, he says, 'That's it. Where'd he get the wad?'

"'Well,' I says, 'th ain't no tellin' where he got it n'r how. He mought 'a' been out in a storm an' it rained down in his pockets. Mebbe somebody done give it to him fo' luck.'

"Any old miracle may 'a' happened to him, but there's one thing 't's dead sho'. He didn't never get it playin' with no p'fessionals, not 'thouten the p'fessionals is done fo'got all 't they ever kno'wed about draw poker, an' that ain't likely. Joe Halsey can't no mo' 'n hold his own playin' with amachures 'round home.

"'I done seen him lay down a pat flush t'other night a'ter two boosts, just 'cause Hank Matthews done helt a full house the deal afo'. Stands to reason th' ain't no such man 's that goin' to make no winnin' into a p'fessional game.'

"But Lem Brothers didn't listen to no reason. 'Peared like he got a fool notion in his head what p'ossed him wuss 'n the seven divils o' Scripture.

"'That's it,' he says. 'I c'n play all 'round Joe Halsey, an' if he c'n go onto a boat an' win a wad f'm them p'fessionals th' ain't no reason why I can't do better 'n him.'

"So I seen th' wa'n't no use in talkin', so I says to him sarcastic like, 'No,' I says, 'if Joe Halsey c'n do it yo' can. But,' I says, 'yo' want to be almighty cautious 'bout tryin' any o' them fav'rite tricks o' yo'n if yo' set into a p'fessional game. Reason yo' don't get yo' head blowed off doin' of 'em 'round here is 'cause th' ain't nobody got onto 'em.'

"Reason I said that was 'long o' Lem Brothers bein' some slick fo' a amachure. There wa'n't no doubt but what he e'd play a better game 'n anybody 'round Greenville, bein' 's he'd gave consid'able study to it an' uster set up daytimes a heap practisin'.

"Consequent Lem Brothers was one o' the most prominent citizens in Greenville. He was mo' 'n less of a fighter when 'caston come fo' a fight, an' bein' 's he al'ays helt his own val'able well he was respected.

"There wa'n't no reason why he shouldn't 'a' stayed in Greenville fo' the rest of his days an' got rich an' run fo' office. Nigh 's I c'n remember there wa'n't none o' the young fellers 'round town what had mo' of a future ahead of 'em, nor mo' of a past neither, fur 's that goes, bein's he hadn't never been caught doin' nothin' ag'in the rules o' the game.

"But he sho' was a different sort o' man f'm the time Joe Halsey come home with that 'mazin' lie o' hisn 'bout havin' he'd throw p'fessionals into a poker game onto a river boat. O' co'se if he'd 'a' said there was on'y one on 'em anybody what hadn't 'a' knowed what a all fired liar Joe Halsey was mought 'a' b'lieved it, bein' as t'other feller mought 'a' been drunk; but tellin' about three on 'em to onceet was mo' 'n anybody e'd swaller, an' that was what made it nigh about crazy fo' Lem Brothers to take any stook into it.

"All the same he did, an' one night he says to me, 'Greenlaw,' he says, 'I'm goin' to try it. If there's money to be made onto the boats I'm goin' to have some on it.'

"Bein' 's there wa'n't no stopping of him I says to him, 'There sho' is money to be made onto the boats, but what you has to do is to leave some o' yo'n to home. Yo'll be needin' it when yo' come back.'

"He was consid'able highmighty 'bout it an' says he's goin' to take his hull wad along, bein 's he al'ays wanted the game to be 's big 's he c'd make it when he was goin' to win. An' he went, an' 's fer 's I know he didn't leave a dime to home 'ceptin' what he owed here an' there 'round town. Way it turned out I dunno but what 'twas just as well 't he took along what he had.

"Now I ain't reck'nin' as how Lem Brothers was yieldin' to no gre't temptation when he p'sook the ways o' peace an' righteousness 'round home like he done. There's some might call it that, but the way I look at it he was just nachully a bo'n fool fo' to do it, an' a bo'n fool don't need no temptation. He just does it anyhow.

"But Lem Brothers's temptation come quick enough a'ter he left. 'Pears he was overtook by it the very first time he set into a game.

"'Pears they was three p'fessionals onto the Pride o' the River, which was the boat Lem took, an' when he spotted 'em he says to hisself what things was comin' to him same 's they had to Joe Halsey, an' he acted 'cordin'.

"I ain't a-sayin' but what he was some slick about it even at that, fo' he let on 't he was a sucker an' he waited fo' to be ast fo' to set in, like he knowed he would be. Then he played off 't he didn't know much about the game, but he was willin' to take a hand just fo' th' 'xcitement. O' course that was reg'lar an' right enough, an' if Lem 'd been some slicker 'n he was like enough he mought 'a' made out some better 'n he done.

"But Billy McIntyre an' George Hopper an' Buck Hollis was prob'ly the three best players there was on the river them days. They wouldn't 'a' been playin' together ag'in one sucker if there'd been a chanst fo' another game at the time, but when Buck Hollis caught Lem Brothers the others seen what was doin' an' they just declared theirselfs in, an' Buck seen there'd be trouble if he tried to hog it, so he give in.

"They do say what it was a tol'able lively game while it lasted, an' Lem Brothers win one good pot afo' they'd been playin' ten minutes. 'Pears they was wishin' to know how far Lem 'd go, 'n' they framed un a deal fo' to give him three aces afo' the draw, bein' careful o' co'se fo' to see 't he wouldn't get t'other ace nor a pair in the next two cyards.

"Well, it worked beautiful. It was Lem's age an' when it come to him to play he rose it like they was lookin' fo' him to do. So Billy McIntyre, what was lookin' to beat him, he just trailed, an' George Hopper he dropped, but Buck Hollis, him 't was dealin', he come back with ten mo'.

"Lem wa'n't none scairt, an' he put it up twenty, an' McIntyre he trailed ag'in. So Hollis he rose it $50 an' Lem rose it $100. It looked good, so McIntyre trailed ag'in, an' Hollis he pretended fo' to be some scairt an' he closed the pot.

"Then on the draw Lem helt up a fo' spot to his three aces, stead o' drawin' two cyards like they was lookin' fo' him to do, an' he caught another fo'. That sort o' put 'em out, an' bein' as 'twa'n't altogether sho' what McIntyre's flush'd win he on'y bet a white chip an' Hollis seen 't but didn't boost it. Then when Lem made it $100 to play McIntyre called him on the chanst an' o' co'se Lem took the pot.

"O' co'se that didn't prove nothin' an' it didn't bother the p'fessionals none, seem's they done found out what Lem 'd play tol'able heavy, but it 'peared to make Lem too bellroarin' confident an' the temptation come to him on his deal which it was the next.

"'Pears he know'd the cyard on the bottom o' the deck a'ter the cut was a queen, an' when he looked at his hand he seen he had two pair, queens up.

"Knowin' what he done had consid'able practice an' hadn't never been caught 'round home he got the onholy idee o' takin' that t'other queen in the draw. O' co'se if he'd had any moral principle he wouldn't never 'a' tried it into a game with three such p'fessionals as them, but he give way to the temptation.

"The old man paused and relighted his cigar. His friends waited for him to resume the story, but instead of doing so he looked dreamily out over the river again. So Jake Winterbottom spoke.

"'Then what happened?' he asked.

"'Well, Lem never gome home an' we didn't get the full p'ticulars,' said the old man.

Women Strikers in Paris.

Special to THE SUN and the Evening Sun from Paris Daily Telegraph.

The Midinettes were again on the warpath to-day with as much vigor as ever and greatly annoyed at the idea that the police should take any notice of them or insist that order should be observed in the streets by women as well as by men. At 10 o'clock this morning a large procession of the girls, usually known as petites mains and confectionnises, with scarlet revolutionary ribbons in their hair, started out from the Labor Exchange in the Rue Chateaudun and crossed the Place de la République. The crowds at once stopped to look on and people exclaimed, "Here they are again! See the Midinettes are on strike!" The public seemed to enjoy it and trains and buses were unable to pass. By the time the hands had half a mile the Midinettes had swollen from 50 to 500, and about an equal number of hangerson and street idlers had joined as far as the Boulevard Sebastopol.

It was apparent that the object of the girls was to storm a big shop on the other side in the Rue Réaumur, but the difficulty was in crossing the boulevard. The police force had been increased to one hundred since yesterday, and two squadrons of troops stood on the opposite side to prevent traffic passing from passing. They were less severe toward the girls than yesterday and simply marshalled them in small groups on the pavement. If they promised to keep the peace they would be allowed to pass. They walked down to the shop which has excited all their wrath, and stood on the pavement opposite, conferring the owners and managers. "Shut up the shop!" the shouted. "Down with the manager!" The employees of the shop crowded to the windows and seemed to enjoy the demonstration, which was easily kept within limits by four policemen, who stood in the street watching the proceedings.

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USE OF TITLES IN ENGLAND.

Right Way to My Dear a Duke and Other High Mightinesses.

Just by way of preparing oneself to shine in the altitudinous circles of English society it might be worth while to study some hints offered by the *Queen* on the proper use of titles.

For instance, it behooves every Mrs. Tufthunter to know that when addressing a letter to persons of title the full name is put on the envelope, "The Marchioness of B.," "The Countess of C.," but no prefixes, such as "The Most Honorable." As regards the correct address to a duke or duchess it was considered correct a few years ago to put "His Grace," "Her Grace," and some people still do so, though many omit this prefix also.

The title of baron, the lowest grade in the peerage, is not used, "The Lord A.," "The Lady B.," being correct. The prefix "The" constitutes the sole difference in the mode of addressing a peeress and the wife of a baronet or knight. The sons and daughters of all peers have courtesy titles which are used in speaking to or of them, also on their letters, thus, "The Lord William Brown," "The Lady Mary Brown," for the sons and daughters of dukes and marquesses, and the sons and daughters of earls have the courtesy titles of "Lord" and "Lady."

The sons of earls and the sons and daughters of viscounts and barons are accorded their most elusive of titles, namely, "Honorable." This title is never used in speaking nor on visiting cards, but it must always be put on the envelope of letters.

Like the courtesy titles of lord and lady, it is used in conjunction with the Christian name, thus, "The Hon. Mary Brown," "The Hon. John Brown," not "The Hon. Miss Brown," but this rule does not hold good where a married woman is an honorable, "The Hon. Mrs. Brown" being correct.

The eldest sons of dukes, marquesses and earls usually use their father's second title as a courtesy title and are so addressed. Thus the eldest son of a duke frequently uses the title of marquess and his letters would be addressed "The Marquess of A." though he is not really a peer.

Baronets are addressed on the outside of letters "Sir John Brown, Bart.," and their wives "Lady Brown"; knights in a similar way, but with no affix, such as "Kt."; but should they belong to any order, that of the Bath or St. Michael and St. George, the proper letters "K. C. B.," "K. C. M. G." appear after their names. It is usual to put all such letters after the names of persons entitled to use them.

The widow of a peer is addressed either "The Dowager Duchess of S." or "Mary, Marchioness of S." These prefixes, as well as "The" before the name of a peer or peeress, are written slightly above the rest of the name on the envelope. This is also done where a name becomes unduly lengthy owing to titles and honors. Thus in such an address as "Admiral the Honble. Sir William Smith, K. C. B., C. V. O.," the first word, "Admiral" in this case, would be written above the rest. Here I may say that official or professional titles, such as Admiral, Reverend, &c., come before the social title which forms part of the name, thus "Colonel Lord William Brown," "the Rev. the Honble. John Smith," are correct.

The right way to address letters to high dignitaries of the Church is also a matter of difficulty, books of reference giving high sounding prefixes, many of which are omitted when writing socially. To an Archbishop one puts "His Grace the Archbishop of ——"; to a Bishop, "The Lord Bishop of ——"; to a dean, "The Very Reverend," or, more familiarly, "The Dean of ——"; to an archdeacon "The Venerable the Archdeacon," or "The Archdeacon of ——." A clergyman has his name or initials, not "Mr." after the prefix "The Reverend." If he is a doctor of divinity he is addressed "The Rev. Dr. ——."

Dignitaries of the Catholic Church are addressed "His Eminence Cardinal ——," "The Right Reverend Monsignor ——," "The Rev. Canon ——," while a priest is addressed in the same manner as a clergyman of the Church of England.

Ambassadors, Ministers, Viceroys and Governors are addressed "H. E." or "His Excellency," secretaries and attachés by their names and titles alone.

Judges of the High Court are usually addressed without any prefix, their names and titles only being used; but when writing to a County Court Judge it is correct to put "His Honor, Judge ——."

Officers of the army and navy use their professional titles and are correctly addressed "Gen. Blank," "Col. Dash," the exception being Lieutenants in the army, who are addressed as esquires. In the senior service, however, cadets and Lieutenants are addressed "Naval Cadet John Smith, R. N.," "Lieut. John Smith R. N." Commanders and Captains in the navy are so addressed on the envelope of a letter with "R. N." after their names; when spoken to and of the title of Captain is used for both ranks.

The medical profession has an etiquette of its own. General practitioners may be addressed as "Dr. Smith," but most medical men prefer to be addressed "John Smith, Esq., M. D., F. R. C. S.," &c.

Lord Mayors during their term of office are addressed "The Right Honorable the Lord Mayor," other Mayors usually as "The Mayor of ——."

Members of the Privy Council are entitled to the prefix of Right Honorable and should be addressed "The Right Honorable J. Smith, M. P.," &c.

It is correct to put the full title on cards of invitations. "Mr. and Mrs. Blank request the pleasure of the Earl and Countess of S.'s company," &c. The prefix "Reverend" is, however, always omitted and that of "Honorable" usually, and so are such affixes as Bart., K. C. B., and so on.

On name cards on the dinner table the name is written in the same way as it is spoken—"Lord A.," not "The Earl of A." This also applies to the commencement of letters—thus, "Dear Duke," "Dear Lady A.," "Dear Sir John." If, however, you are writing to some one you know very slightly you should begin more formally, and "Dear Duke of M.," "Dear Sir John Blank" would then be correct.

DUTIES OF THE TRAINMEN.

An Opening to Railroad Life Popular With High School Boys.

"Practically all the most desirable positions on the railroads to-day are occupied by men who have risen from the ranks. On my own division of a railroad," a former signalman says in the *Youth's Companion*, "I have seen the agent at a small station work up into the position of auditor, at $5 or $6 a day.

"The young fellow who used to drag the chain and figure out angles and curves on the track is now the superintendent of a division. The boy who used to play round the cars and twist brakes just for fun in a small yard up country is now a responsible trainmaster.

"I often wondered as I watched him at play what he would one day do with his earnestness and enthusiasm. The telegraph operator at $1.25 a day, who worked overtime without a murmur, and held to a miserable job with grim determination, is now the general manager of a big system.

"Still more interesting is the story of the water boy who became in time a passenger brakeman. One day he made a mistake and derailed a train. He went right into the office and confessed his negligence. Before long, for his honesty, he was promoted. At the age of 26 he was general ticket agent. To-day he probably ranks first in his line of business in the United States.

"All these men work within a few feet of each other in one railroad station. The building swarms with such men, and when you come to look into the matter closely you will be told that in these and all other cases talent and ability have counted, but the main characteristic of these men has been their strict attention to duty and their lifelong devotion and loyalty to the interests of the public and the railroad.

"During the last few years one of the avenues of employment on the railroad that has become particularly attractive is the passenger train service. The ranks of the trainmen are now largely recruited from the high schools.

"To begin with, he has to give an account of himself. The trainmaster takes hold of him. He must answer a number of questions in regard to his nationality, his parents, his age, his height, his weight. Some of these questions are very pertinent and searching:

"Are you crippled or deformed? Is your eyesight or hearing defective? Are you able to distinguish colors? Are you subject to any sickness or infirmity? Are you temperate in your habits? Do you use intoxicating liquors? Do you ever gamble in any way?

"If he passes a creditable examination he takes his place on a train perhaps the following day. He works in the middle of the train in the care of an experienced conductor, who immediately takes him in hand and breaks him in. He receives a timetable, his book of rules and special notices.

"For his first day's experience he receives about $2.25—not such a bad start for a young man whose earning ability is dependent upon the experience and knowledge acquired in the high school. His progress and environment for the following six months and indeed for the years that are to come are still more interesting as study in social and industrial life.

"Few men in the service are so well informed and so interested in the success and well being of the boys in his department as the trainmaster on my own division who had climbed every step of the ladder steadily and faithfully. When you listen to his description of conditions and prospects in the train service it sounds for all the world like an account of a successful investment not in cash or bonds but in push, character and humanity. A few of his sentences will indicate the nature and importance of the trainmaster's duties:

"'When we start a new man in the train service we keep in close touch with him for a year at least. Success or failure comes in this period. In a week or two I begin to make inquiries. If his work is up to the mark I find a way to let him know it. Encouragement counts in any business. Then I change his run and extend his duties and responsibilities.

"'When his turn comes to take the position of flagman he is subjected to another examination. In our business it would never do to take any chances. It is one thing to answer questions in the office, it is another thing to handle a train or to flag with good judgment. So I take an imaginary train and place it in all sorts of difficult positions. A man has to be thoroughly posted to pass the examination with credit.'

"Another important consideration is this: In his travels the trainman visits strange places, gets into all kinds of company and runs across temptations too numerous to mention. The railroad Young Men's Christian Association, the rest houses, the libraries and reading rooms and all sorts of facilities calculated to turn the attention of the trainmen to the importance of self-improvement and the formation of good habits are indications that the officials are mindful of their moral responsibility.

"The first six months of the trainman's career is the probationary period. During this time he receives what is called 'inexperienced rate of pay,' which is 25 cents a day less than the full rate. At the end of six months he is full fledged and competent."

NIMRODS NOT BORN TOO LATE.

The North Offers Them Big Games Plenty—Access to Be Easy Soon.

From Forest and Stream.

When Harry Whitney and Paul J. Rainey set sail last spring in the Beothic with Capt. Bartlett it was their intention to hunt in Arctic lands during the summer and to return home ere the channels closed as they did not wish to remain in the North through the winter. Their wish has been gratified and the Beothic will reach local waters ere this issue is in circulation. What they have done others can and will do. There is good hunting and fishing in the North, and the fact that it is possible to go there and return in one summer will attract other sportsmen to the region. Even has salmon fishing expeditions to far northern rivers are commonly undertaken by small parties.

Another expedition which, when its details are made public, will serve to attract attention to the North is that which was undertaken with success by Earl Grey, Governor-General of Canada. With his party he journeyed by canoe north to Hudson Bay, crossed Labrador and returned to Quebec by steamer.

Young men who sigh with regret that they were born too late to see the bison and other big game in their time of plenty can turn their faces northward without fear of disappointment if it is a wild region they would seek, for there are big fish and wild game and mild adventure a-plenty about and north of the Arctic circle. When a city and a railway steamer terminal shall have been established on the shore of Hudson Bay the vast region round about will be open to countless canoe and steamer trips and will be within a few days railway travel of our largest cities.

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