



You Try One

An
Educator
Wafer, Buttered

Exquisitely crisp and delicious.
A flavor that's sweet and nutlike—
the natural sweetness of whole wheat
—Nature's most perfect food.

I make this whole wheat Wafer
as my father made it—guarding secretly
his standard of pure food excellence—
the standard he set for all

EDUCATOR CRACKERS

The Cracker of Character and Economy

But the baking—there's the real secret.
Good old-fashioned ovens bring out a rich-
ness of flavor, a delicacy of texture—delight-
fully different from anything you have
ever known.

They're truly the original and best
whole wheat Wafers—a tempting treat
you will never forget.

And I personally sample each day's bake.
I insist on absolute perfection—so that you
may enjoy Educator Wafers just like the
ones my father originated.

Get Educator Wafers from your
grocer today. Look for the name EDU-
CATOR. Serve them for dinner tonight.
Tell your husband to butter as he eats
them. He'll say, "They're simply great."
—all men do.

If your grocer cannot supply you, send
ten cents and his name for large trial box.

JOHNSON EDUCATOR FOOD CO.,
30 Batterymarch Street,
Boston, Mass.

mind that he must break away, that, as it
happened, I got a glimpse of the last act.

"Thank you so much, dear Monsieur Jew-
ett," says Miss Vera, as they came back from
their final slide together. Then, with a
quick glance around to see that the Countess
is out of range, she puts both hands on his
shoulders, lifts herself on her toes, fixes her
mouth just right, and observes coquettishly,
"One kees for goodby, eh?"

Whether Elmer really met her halfway, or
she did it all, I can't say; for Sadie and me
were all ready to start a race with Pinckney
and Polly Ditson. But we heard the smack,
all right.

"Gee, Sadie!" says I, pushin' off. "This is
no place for us. That'll gum the runners."

Do you think there was any bridge played
at Hickory Sides that night? Nary a rub-
ber! The program was an early dinner and
everyone to bed by nine-thirty, with break-
fast ordered for eight sharp next mornin'.
We had another whole day of it before the
weather softened up and the crust went back
on us. Even then they hadn't had enough
snow fun; so it was a case of buildin' forts
and havin' snowball battles, with Señor Del
Riano commandin' one bunch, and Prince
Ranji the other. Honest, them folks that
hardly knew what snow looked like had the
time of their lives in it.

AND when I fin'ly has to leave 'em to
catch a train back to town, who should
come dashin' up to the station in a shiny
cutter with a high steppin' horse, but Elmer
Jewett. Also the young lady he helps out
with such a flourish is one of these rosy
checked, well built country belles that looks
good enough to eat.

"Well, well!" says I, steppin' up as she
disappears in the station. "Then that bash-
ful dope Pinckney was givin' us about you
was all wrong, eh, Elmer?"

"Not so much," says Elmer, laughin'
sheepish. "Only I've braced up some since.
Noticed Hattie, did you? Well, I've been
wanting to take her sleigh riding every win-
ter for the last five years; and b'gum, I'm
just gettin' to it! But this won't be the last.
You see, being up there with all those folks
the other day sort of—well, sort of—"

"I get you," says I. "Miss Vera kind of
broke the spell for you, eh? Something of a
hummer, she is. Mother's an Italian Count-
ess, you know. Goin' up for another good-
by, are you?"

"Gosh!" says Elmer. "Gid-dap!"

FIRES IN THE HOLD

SMOLDERING fires on board ship are
common enough, and in many cases are
comparatively harmless. They arise mostly
from spontaneous combustion caused by pil-
ing large quantities of coal in close quarters.

It is said on excellent authority that there
is not much danger from such a fire, hardly
any on an iron or a steel ship. The first pro-
tective measure in such an event is to ex-
clude the air, so that the fire can only smol-
der. Then the bunker is flooded with water,
which usually serves to extinguish it.

Even in wooden ships the danger from
smoldering fire is not half so great as has
been pictured by non-seagoing folk. This is
illustrated by the experience of the Captain
of the Twin Brothers, engaged some years
ago in the wheat trade between San Fran-
cisco and Liverpool. The vessel was re-
turning from Liverpool with a thousand tons
of coal in the hold as ballast. Just after it
rounded Cape Horn it was discovered that
the coal was on fire.

There was a steam pump on board, and
after closing the lower hatches the crew
flooded the hold until the ship had settled
about four feet lower in the water. Then
the Captain stood pat and let her burn.
No one was frightened, and everyone was
confident that the ship would be safely
brought into port. Call was made at Val-
paraiso for fresh water and provisions; but
not a man deserted the ship.

The vessel was seventy-two days in reach-
ing San Francisco from the Horn, and all
that time the coal burned, and little streams
of smoke could be seen coming through the
cracks in the deck. Arriving at San Fran-
cisco, the Twin Brothers sailed out on the
mud flats and was flooded until she settled
almost even with her upper deck. This ex-
tinguished the fire.

The appearance of the vessel after all this
was pretty fair evidence what a ship may sus-
tain in the way of a fire. In a dozen places
the bottom had burned through, and all that
was between the crew and the deep sea was
the thin sheet of copper bottom. The weight
of the coal and the pressure of the water kept
about equal strain on both sides of the cop-
per sheeting, and it had not broken, although
it was little thicker than an ordinary tin pan.
There was one place where this copper was
exposed about the bigness of the top of a
barrel.



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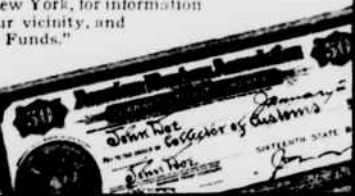
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