

was jealous of Probyne all the time, and I thought it was you. You may kiss me, Jim, now you've saved my life. But be quick—I see the rest of the field coming over the gorse fence. Oh, Jim! Jim! Do be reasonable."

Mrs. Guise contrived to make her lover behave himself moderately well before the members of the hunt, though Jim Lennox seemed to have suddenly become daft for love of her.

That night Eleanor D'Aubigny, clasped in the widow's arms in the privacy of her bedroom, confessed that she had long loved Prince Probyne, and at last he had proposed to her. And when Mrs. Guise announced her engagement to Jim Lennox, they mutually agreed that they were the two happiest women in the world, in spite of their having been for some time on a false scent.

MOON PROVERBS.

When the moon is visible in the daytime, the days are relatively cool. It is said that when the moon is near the full it never storms, and the sailors say the full moon eats clouds.

If the full moon rises clear, expect fine weather.

A large ring around the moon and low clouds indicate rain in twenty-four hours; a small ring and high clouds, rain in several days.

The larger the halo about the moon the nearer the rain clouds, and the sooner the rain may be expected.

When the moon is darkest near the horizon, expect rain.

If the full moon rises pale, expect rain.

A red moon indicates wind.

If the moon is seen between the scud and broken clouds during a gale, it is expected to send away the bad weather.

In the old of the moon a cloudy morning bodes a fair afternoon.

If there be a general mist before sunrise near the full of the moon, the weather will be fine for some days.

Mr. Chestnut Spruce (native of Wellington, but now a resident of Auckland).—Yes; I came from Wellington, and I'm proud of it, too.

Mr. Barclay Place (patronisingly).—Well, you should be. Why, some people live there all their lives and never even try to get away!

BIG SHIPS BUILT BY THE ANCIENTS.

The record for bulkiness is being smashed so often by ocean steamships nowadays that the advent of a new leviathan excites little more than passing interest. For nearly fifty years the record was held by the Great Eastern, which, after the Atlantic cable was laid from her decks, was found to be too large and expensive to be operated as a liner. But the fame of the Great Eastern has been eclipsed by other vessels, and the belief is general that if a little company of delegates from ancient races were to come back to earth to investigate the subject, the members of that delegation would stand aghast before an up-to-date greyhound of the seas.

But this belief is wrong. The ship-building abilities of the ancients have been greatly underestimated. They built many large craft and fitted some of them luxuriously.

In order that the size of these old-time ships may be appreciated, it will be well to compare their measurements with a well-known modern vessel. The Baltic, the largest ship in the world, is 726 feet long, 75 feet wide, and 49 feet deep, with a tonnage of 23,876.

That much controverted craft, the ark, is an example of bigness. Her tonnage is estimated at about 15,000 tons. No less an authority than Lindsay thinks that she was simply a raft of stupendous size, having upon it a structure resembling a huge warehouse. As no means of propulsion were necessary, this description may be correct. The cargo, however, was unique, and probably the largest and most valuable ever carried.

The description of the ark, as given in the Scriptures, makes the vessel about 450 feet in length, 75 feet in breadth, and 45 feet in depth—proportions similar to those now in use for great vessels.

The Egyptians, fond of large things and big dimensions, made other big tonnage vessels in ancient times.

Ptolemy (Philopator) would have appreciated the Baltic. He was fond of building big boats. One of these is said to have been 420 feet long, 57 feet broad, and 72 feet deep from the highest point of the stern.

This vessel had four rudders, or what some would call steering oars, as they were not fastened, each 45

feet long. She carried 4,000 rowers, besides 3,000 marines, a large body of servants under her decks, and stores and provisions. Her oars were 57 feet long, and the handles were weighted with lead. There were 2,000 rowers on a side, and it is supposed that these were divided into five banks.

That this extraordinary vessel ever put to sea is doubted, but that she was launched and used at times, if only for display, several historians are agreed.

Another "ship," the Thalamegus, built for one of the Ptolemies, is said to have been 300 feet long, 40 feet broad, and 60 feet deep. This was a far more magnificent vessel than any previous one. An Alexandrian historian, Catlixenus, in describing her, speaks of her having colonnades, marble stairs, and garden.

Another great vessel, historical by reason of his size, is one built by Hiero, King of Syracuse. Her dimensions are estimated to be large from the description of her cargo, and the number of her decks and houses.

She is supposed to have been sheathed with lead, and accomplished at least one successful trip.

She had three entrances, the lowest leading to the hold, the second to the eating rooms, and the third was appropriated to the soldiers. There were thirty rooms, each having four couches, for the soldiers; there were fifteen couches in the sailors' supper-room, and there were three more cabins, each having three couches. The floors of all these rooms were laid in stone mosaic work. There was also a temple of cypress, inlaid with ivory, and dedicated to Venus. The mainmast was composed of a single tree, and the vessel carried four wooden and eight iron anchors.

As a freight carrier, she would rival the largest of our ocean tramps. It is recorded that one or two of the launches belonging to her would carry about eighty tons. This vessel is said to have carried "60,000 measures of corn, 10,000 jars of Sicilian salt fish, 20,000 talents' weight of wool, and of other cargo 20,000 talents, in addition to the provision for the crew."

These are the notably big vessels of ancient times, but the supposition is that, as rulers, whether king or people, were as emulous in those days as these, other big craft were also built. Perhaps the Lusitania wouldn't stagger the ancients so much as we think.

WHEN A FISH GETS A MOVE ON.

The speed of fishes is difficult to ascertain. Nevertheless, estimates have been made, showing that the mackerel, considering its handicap in size, comes close to being the champion racer.

Unquestionably the mackerel travels sometimes as fast as an express train at high speed—say at the rate of sixty or possibly seventy miles an hour. Other things being equal, the larger the fish the faster it swims—just as the huge steamship is able to travel at a speed much greater than the little harbour tug.

Undoubtedly the energy employed by a fish of great size, such as a thirty-foot shark, when travelling at its best gait, is something tremendous. An ordinary tug, which represents a maximum of energy in a minimum of bulk, utilizes about two hundred horse-power. Of course it is only a guess, but it would not seem to be over the mark to suppose that a seventy-foot whale makes use of five hundred horse-power when it propels its huge bulk through the water at a rate of thirty miles an hour.

A whale, which is a mammal, and not a fish, might be compared to a freight train if the shark is a cannon-ball express, but it can beat the fastest "ocean greyhound" in a speed contest.

The tarpon is probably faster than the shark. It is believed that a tarpon in a hurry can travel at the rate of eighty miles an hour. Our own kahuwai, with a pressing appointment elsewhere, is no slouch.

CONTRARY MEN.

Some men do write when they are wrong.

And some do live who dye; And some are "short" when they are long.

And stand when they do lie.

A man is surly when he's late, Is "round" when he is square; He may die early and dilate, And may be "foul" when "fair."

He may be "fast" when he is slow, And "loose" when he is "tight;" And "high" when he is very low, And heavy when he's "tight."

He may be wet when he is "dry," He may be "great" when small; May purchase when he won't go by, Have naught when he has awl. He may be sick when he is "swell," And hot when he is scold! He's skilled so he on earth may dwell, And when he's young he's sold.

L I O N

ALES & STOUT

THE GREAT NORTHERN BREWERY LTD AUCKLAND