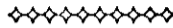


WHAT THERE'S TIME FOR.

Lots of time for lots of things,
 Though it's sad that Time has wings.
 There is always time to find
 Ways of being sweet and kind;
 There is always time to share
 Smiles and goodness everywhere;
 Time to send the frowns away,
 Time a gentle word to say,
 Time for helpfulness, and time
 To assist the weak to climb;
 Time to give a little flower,
 Time for friendship, any hour,
 But there is no time to spare.



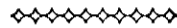
THE LAST WORD.

It is a tragic irony of fate when a temperance lecturer has a red nose.

An earnest advocate of the sparkling brook was addressing an audience some time ago, and was interrupted by a heckler who punctuated his flowing periods with: "Tell us how yer got yer nose! That ain't a water color!"

Presently the lecturer could stand it no longer. "That man will make me angry in a minute!" he cried. "I'm not easily put out, but when I am put out, you can be sure that——"

"It's closing time!" shouted the heckler.



A VACANT PLACE.

A prosy Methodist preacher was giving an endless discourse on the prophets. First he dwelt at length on the minor prophets. At last he finished them, and the congregation gave a sigh of relief. He took a long breath and continued:

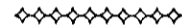
"Now I shall proceed to the major prophets."

After the major prophets had been amply treated, the congregation gave another sigh of relief.

"Now that I have finished with the minor prophets and the major prophets, what about Jeremiah? Where is Jeremiah's place?"

At this point a tall man arose and announced:

"Jeremiah can have my place; I am going home."



SMILE RAISERS.

He: "I want you to help spend my salary."

She: "Am I not doing that?"

He: "No, no; I mean for ever and ever."

She: "It won't take me as long as that."



The Boss: "What do you mean by such language? Are you the manager here, or am I?"

Jones: "I know I'm not the manager."

The Boss: "Very well, then; if you're not the manager, why do you talk like a blamed idiot?"



Customer (in restaurant): "That's a small amount for me to-day, waiter. You know, as an old customer, I usually get two slices of mutton."

Waiter: "I beg your pardon, sir; you're quite right. That stupid cook has quite forgotten to cut the slice in two."



The minister of a Scottish country parish, whose estimate of himself was not of the lowest type, had accepted a call to a wider sphere, and was paying a few farewell visits. "So ye're gaun tae leave us," said one of the oldest of his female parishioners, as he sat down. "What will we dae noo?" "Oh, Mrs. Macfarlane," replied the minister in affable tones, "you'll soon get a far better man!" "'Deed, sir," came the despondent rejoinder, "I hae my doots. We've had five in my time, and every one o' them has been worse than the last!"

PILES

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SCIENCE SIFTINGS

By "VOLT"

HARNESSING THE AIR: ELECTRIC POWER FROM THE SKY.

Hermann Paulson, one of Germany's leading scientists, has recently developed an invention, that bids fair to solve the power problem for German industry (says *Science and Invention*, New York). The inventor makes it possible to centralise the electric power that resides in the atmosphere, with practically no limit to volume.

Herr Paulson found that a single balloon sent aloft to a height of 300 yards gave a constant current of 400 volts of 1.8 amperes, or in twenty-four hours more than 17½ kilowatts. By using two balloons in connection with a special condenser battery, the power obtained was 81½ kilowatts in twenty-four hours. The actual current delivered was 6.8 amperes at 500 volts. The balloons used by the inventor are made of thin aluminium leaf. No fabric is used. A simple internal system of ribs, stays, and wires gives the balloon rigidity as well as a certain amount of elasticity. The balloon, when made air-tight, is filled with helium, which is non-inflammable, and will keep a balloon aloft for several weeks.

The outer face is dotted with pins, sharpened electrolytically and made of amalgam of zinc, containing a radium preparation in order to ionize the air.

At his experimental station Herr Paulson has 100 such captive balloons, 100 yards from each other, which give a steady yield of 200 horse power. In the winter, due to the higher electrification of the atmosphere, more than 400 horse power is developed. By the use of batteries of condensers, high tension transformers, etc., the current is transformed as desired for light, heat, and power.

By using an electrostatic rotary transformer he gets alternating current without the use of condensers and transformers. Its output has proved to be very great, as it actually "sucks" the current down rapidly from the collector balloons.

After the cost of the installation there is no expense. Herr Paulson's station has been developing enough current day and night for the past month to operate a small plant.

The German authorities believe that his invention will solve the power problem brought about by the great scarcity of fuel in that country.

DUST A MILE HIGH.

Flying in a dust cloud nearly a mile high, and in a temperature which varied from 120 degrees to 127 degrees in the shade, the pilot of an aeroplane engaged on the north-west aerial mail route passed through an unenviable period on March 13 (says the *Melbourne Argus*).

Severe handicaps have checked the extension of civil aviation in Australia. Its broad spaces have made the work of laying out and clearing landing grounds very difficult, and its variable atmospheric conditions have disorganised the time-tables of the aerial mail contractors in Western Australia and elsewhere. Climatic conditions are more favorable in Victoria and the central southern portions of Australia than in Western Australia, where the approximate distance of the aerial mail route between Perth and Port Headland is 1050 miles. West Australian Airways, Ltd., the contractors, have only recently been able to put into operation the weekly time-table which had been arranged, and the prospects are better now than before. The experience of the aerial mail on March 13, an officer of the civil aviation department said, demonstrates the capabilities of the aeroplane in unique weather conditions. On the journey the temperature was 127 degrees at Winning Pool, and 120 degrees at Onslow. From Onslow conditions became worse, and 100 miles farther along the route dense clouds of dust were encountered at an altitude of 5000ft. Flying was rendered more hazardous by the prevalence of "cock-eyes," or whirl-winds, and by low visibility, but the journey was accomplished without mishap.

THE MOST OBSTINATE

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