

BEAUTY IN COMMON LIFE.

BY SIR PHILIP BURNE-JONES, BART.

In looking at old pictures of houses and streets, or representations of the everyday dress of our ancestors, one is struck by the much more important part which beauty played in the common life of days gone by than has been assigned to her in these later years by the wisdom of new generations.

Without going further back than the days of the Georges, what records abound of beautiful and dignified domestic architecture, of cheerful and attractive garments, both for men and women, not only in the houses of the princes and the costumes of men of moderate means, and in the clothes of ordinary citizens.

To this legacy of beauty, left us by our fathers, we, their children of the modern world, seem to be strangely indifferent.

The builder of the twentieth century, no less than the tailor and the dress-maker, appears to dread any note of individuality or distinction and to do his best to reduce all things to one dead and depressing level.

Streets were once fringed with gabled houses, no two of which were absolutely alike, whose interesting irregularity gave a character to the thoroughfares, while the shops were ornamented with quaint and attractive signs, and the simple taverns in the town were the meeting places for men of refinement and education.

We have changed all this, and wherever we could do so, have pulled down the picturesque old houses, while the shops were ornamented with quaint and attractive signs, and the simple taverns in the town were the meeting places for men of refinement and education.

Instead of wearing coats of many colors as our fathers did, we clothe ourselves in funeral black, as though the joy of life had in truth departed from amongst us.

Could anything, for example, be uglier than the apparel of an ordinary respectable man of today? A shabby black cylinder, made of a material peculiarly susceptible to injury from wear and weather, surmounts his head. The height of it is purely arbitrary; there seems no particular reason why it should stop where it does, and not extend for another six inches into the air—or why it should not be arched at half its height. Another hard, shiny cylinder—this time white—encases his neck, and two white cylinders surround his wrists.

He covers his body with two coats—both black, one of these in all front and no back—the other all back and no front—and this hangs round him in yards of superfluous drapery.

He then thrusts his legs into two more cylinders—and a pair of dismal black boots, often covered with a dirty reeking substance called "blacking," completes the picture.

Looked upon dispassionately, what could be more grotesque as a costume for a man?—and yet custom has so insured us to the aspect of the top-hat and the frock-coat, that we see nothing particularly incongruous or ugly about them, and all efforts that have been made to introduce a more reasonable style of clothing have proved ineffective.

Indeed any radical change in the national costume must of necessity be gradual and universal.

Spasmodic individual attempts to invent a more becoming and rational attire must always excite of eccentricity or affectation, and, unless the new fashion is very generally adopted, must be doomed to failure.

My complaint is that we should be content to sit down under the tyranny of the top-hat and frock-coat, and should not, before now, have made an operative effort to evolve something a little more in consonance with the dictates of human dignity.

With regard to architecture we seem to be entering upon an era of ugliness unparalleled in the history of the art. It is grievous to see the modest and pleasant houses of a bygone generation replaced by the towering and pretentious edifices which are contributing, to no small extent, to the growing vulgarity of the town.

Indeed it is a vulgar age upon which we are entering, and unless something occurs to arrest modern tendencies, our cities will become uglier and more joyless as the years advance for ugliness and vulgarity go hand in hand.

The sad thing is that no one today seems to mind the destruction of what is beautiful, or to offer any serious opposition to its place being taken by what is palpably the reverse.

It might be interesting to speculate as to what the fashions which have led to this artistic apathy.

I have no hesitation in ascribing this change in the national attitude to the

introduction of steam and electricity, and all that these forces imply.

Quick and cheap transit—swift and easy interchange of thought, has resulted in the massing together in our cities of thousands of human beings, who are attracted to the same spot by the hope of selling their services or selling their wares. With the advent of machinery the commercial output has become enormous, and we are now not merely a nation of shopkeepers but a nation of manufacturers whose goal is material wealth, in the pursuit of which the majority of population has become exclusively absorbed.

A standard of excellence based upon utilitarian principles of supply and demand, and entirely irrespective of aesthetic considerations, has been raised in the place of the natural good taste and beautiful tradition which characterized the days of our forefathers.

Many thousands of men and women—I am not speaking of the very poor, but of the humbler commercial classes—clerks, small shopkeepers, etc., are compelled to live herded together in cheap, ill-constructed houses.

These depressing and ugly surroundings have helped to deaden the sense

of beauty with the masses of the community, who have practically ceased to desire that which they never see. So the dreary jerry-built streets continue to extend in all directions like rank weeds. No one complains. No one seems to care.

It is not that the construction of a house that is agreeable to look at is a matter of great expense. It is just as cheap to design a little simple house the living quarters of the men, and the outlook from our railways as we approach a city from any point of the compass. People are indifferent, that is all, and do not care what sort of a home it is that they live in, so long as it may be made to look outside, at least, as if it cost a few more pounds a year than their neighbors.

How long the split of beauty will withdraw herself from us it would be idle to speculate. She seems, at present, to have gone into retreat, waiting, as it were, for the wave of universal ugliness to pass. That she will one day return to us I have no doubt, but it will not be in our time. Other eyes than ours will look upon that homecoming—eyes which years of starvation shall have taught to miss and need the mighty presence which we are driving from our coasts today—and her reappearance will be a sign that her home is worthy to receive her.

JACK TARS AS COLLECTORS.

"If you want to find an indefatigable curio collector as is one, take any average blue-jacket of the navy," remarked a man who used to wear uniforms himself. "United States men-of-war's men take more interest and probably spend more money in the curio collecting business than the officers of cruising ships. They make their collections, as a rule, to present to the folks at home and to their sweethearts, but there's a considerable class of blue-jackets who engage in the collecting business for what there is in it by way of profit.

"Every American man-of-war that returns to the States at the conclusion of a cruise of several years in foreign waters has most of its out-of-the-way nooks and crannies stuffed with the collections of the ship's company when they are home-bound pennant is broken out. The bilgees are sometimes so jammed with the curio chests of the men that the blue-jackets have to spend hours in breaking them out and re-stowing them every time bilge-inspection day comes around. The men belonging to the engine room gang of a ship make use of three or four of the unused boilers in which to stow their boxes and packages of curios, and when, as occasionally happens, the chief engineer orders these boilers to be fired while the other boilers are being cleaned and blown out the disgust of the black gang is too deep for utterance.

"Although the blue-jackets are not supposed to have anything whatever in their lockers besides their clothes and small stores and the blue-jacket is not permitted by the regulations to bring curios over the ship's side, officers do not really enforce the rule with strictness, perhaps because the regulation applies to the officers as well as to the men for'ard. An officer who himself has stowed away in one of the ship's spare staterooms a quarter ton box of curios designed for the ornamentation of his shore home is pretty apt to look in another direction when he sees a blue-jacket coming over the gangplank with a bulging package of curios under his arm. All that the officer asks inferentially of the blue-jacket shall he keep his collection under cover that it shall not be revealed while the other boilers are being cleaned and blown out the disgust of the black gang is too deep for utterance.

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FORTUNES INVESTED IN POSTAGE STAMPS

CRAZE FOR COLLECTING GROWN AMAZINGLY OF LATE.

Few people outside the ranks of ardent philatelists have any idea of the enormous growth of the postage-stamp collecting craze during recent years. It is a story full of romance, the financial side of which bristles with figures representing huge fortunes sunk in the tiny scraps of paper which speed the world's correspondence.

Both as a hobby and as a business stamp collecting has reached proportions which give it a very important place among mundane pursuits. There are many private collections worth from £2,000 to £200,000, and the capital sunk in the stamp traffic is estimated to be well over £1,000,000.

The financial importance of the trade is illustrated by Stanley Gibbons, Limited, which, by its amalgamation last February with the firm of Glendinning, Limited, has a capital of over £1,000,000. It was the auctioneering department of this firm which sold Mr. Smith-Ryland's small private collection a few days ago for about £250,000. The collection was considered to be very good for an auction sale, especially as the collection offered contained comparatively few great rarities.

But even here there were one or two price obtained for individual stamps which at once show the keenness of the collector and the business importance of the traffic. For instance, a Saxony stamp of 1851, with an error of paper, realized £56; a penny red and blue British Central Africa stamp sold for £47, and a penny blue Cape of Good Hope for £38.

Very often far higher prices than these are obtained for single stamps, though it may be a long time before a stamp realizes anything like £1,450, paid for a two-penny blue Mauritius, for example.

THE PRINCE'S SPECIALTY.

The Prince of Wales is well known to be a very enthusiastic philatelist, but it is not common knowledge that he is a specialist, collecting only the stamps of Great Britain and her colonies. His stamps are worth many thousands of pounds. As president of the Philatelic Society of London, the prince is regarded as one of the most cultured followers of the science of stamps, and has cleared up several doubtful points through information gathered in his philatelic researches during his colonial tours.

Two of his sons—Prince Edward and Prince George—have already caught the stamp fascination. Prince Edward is specially interested in the Prince Edward Island stamps, of which he owns a complete set.

The philatelic journal asked its readers their chief reasons for collecting stamps, offering a prize for the best reply. A large majority gave "an investment" as their first answer, and it is, indeed, true that postage stamps are not only a safe, but also a highly profitable investment.

Experts say that British colonial stamps are the best from the investor's point of view, especially those of colonies which have small populations, and therefore, print comparatively few stamps.

TEN PER CENT.

It is stated to be only a moderate estimate that the earning value of stamps is 10 per cent. As instances of this earning value may be mentioned the 10s. Lagoon, which was sold in 1903 for 12s. 6d., and is now worth 15s. 6d. Mr. Paulsen of Terquay, Somerset, has sold three years ago was 25s., but is now 18s.

Mr. W. Hughes Hughes' collection, made during 37 years, at a cost altogether of only 16s., was sold for £3,000. Another collector, Mr. J. H. Paulsen, of Terquay, Somerset, has sold three years ago was 25s., but is now 18s.

No collection of valuable occupies such a little space as postage stamps. The small strong box of a representative collector's headquarters contains more than £5,000 worth of stamps pasted into stock books, of which there are 180, are valued over £2,000. The Newfoundland stamps alone in this apartment are worth £1,500 to £1,600.

There are 40,000 names of customers in all parts of the world who are the principal buyers of the stamps of the Prince of Wales, with a standing order for all new colonial issues, being among the most important. For these customers about £2,000 catalogues of British and 30,000 of foreign stamps are prepared annually. The stamps sold are valued at about £500 each, and are never less than a week.

PRICES ALWAYS RISING.

As collectors are increasing annually, especially in the public schools, and prices are always rising, the traffic generally must be considered to be in a very flourishing condition.

One does not wonder at this when it is stated that many wealthy collectors spend from £1,000 to £10,000 a year on their stamps. The late Mr. M. Philippe, of Remire, of Paris, the greatest collector in the world, has spent £200,000 since 1870. His stamps were worth nearly £500,000, and his annual expenditure with one firm alone averaged from £2,000 to £4,000. He employs two secretaries, one to look after his stamps and the other the post-cards, envelopes and wrappers.

It. J. Duven, of New York, has a collection valued at £50,000. W. B. Avery, of Birmingham, owns stamps worth £50,000. M. P. Castle, vice-president of the Philatelic Society, sold his stamps five years ago for £20,000, and several American collectors have stamps worth from £20,000 to £50,000.

In Russia the most important collector is Mr. F. Breltuss, of St. Petersburg, who has been collecting for 45 years, and has a collection of stamps worth £100,000. In the world, Italy's most famous collector is Prince Doria Pamphili, and the prince's place of honor in Germany is occupied by Herr Martin Schröder, the Leipzig merchant.

The Earl of Crawford and Balcarres, the Earl of Devon, and the Earl of Devon, are all collectors of stamps. The Earl of Devon, who has been collecting for 45 years, and has a collection of stamps worth £100,000. In the world, Italy's most famous collector is Prince Doria Pamphili, and the prince's place of honor in Germany is occupied by Herr Martin Schröder, the Leipzig merchant.

India has, for the first time, given recognition to women as aids to good government by appointing Mrs. Ramabai Ranade, widow of the late Justice Ranade, a visitor to the Yeshiva central jail.

INTERESTING POINTS OF COURT ETIQUETTE

RELATIONS OF ROYALTY WITH ITS SUBJECTS.

The divinity that doth hedge a king expresses itself in some curious ways, and a people who are not accustomed to associating with these exalted personages royal etiquette is in many points very puzzling. To those meeting Queen Alexandra constantly it probably does not seem strange to address her as ma'am, but to unaccustomed ears this monosyllable does not sound quite respectful. The Queen is addressed as ma'am by all the members of the upper classes, the term "your majesty" being rarely used except on formal occasions, while the Princesses of Wales and all the princesses of the blood royal of England are addressed in the same way. The King, the Prince of Wales and all the other English princes are addressed as sir. Yet for the royal ladies and princesses bearing the title of royal highness must not be addressed as sir or ma'am, but as prince and princess.

A letter to the sovereign must begin thus: "His Majesty the King," and below the single word, "Sire." The conclusion of the letter would be worded somewhat as follows: "I have the honor to submit myself, your majesty's most humble and devoted servant," etc. In the case of a peeress, peer's daughter or wife of a peer's son, it is different, and a letter might be worded thus: "Lady Southshire, or Lady Joan Vere, presents her most respectful duty to the king, and begs to request or humbly to inquire," etc. A letter to the Prince of Wales should begin thus: "His Royal Highness the Prince of Wales," on a lower line "Sire," and then the letter would be proceeded with. It should be ended: "I remain your royal highness, most dutiful and obedient servant," etc. A letter to a royal princess should be worded in the same style.

Another curious bit of royal etiquette provides, according to the authority first quoted, that when members of the royal family are present at a dinner finger glasses must be supplied for their use at dessert, but not for the other guests.

When the King and Queen play bridge or any other round game money fresh from the mint must be provided, and when any member of the reigning family joins in a game of cards new money is usually supplied.

Invitations from the sovereign, as nearly everyone knows, are commands, and must be treated as such. Only the death of a near relative, serious illness or compulsory absence from England can be given as reasons for non-acceptance. A previous engagement can never be pleaded as an excuse. Answers to royal invitations should be written in the third person. Communications with royalty are usually made through the controller of the household; it is entirely incorrect to write to the royal personage himself—that is to say, in ordinary circumstances, for the rights of friendship and affection override even the observance of a court etiquette.

Introductions to royal personages are made only at their request. When the presentation is made the lady presented should make a low but quick courtesy of a sort of "bow"—and a man gives a deep respectful bow. The royal personages usually shake hands and begin the conversation at once; the person presented must on no account speak first, nor offer to shake hands.

The initiative is always taken by royalty. The actual introduction is made thus: "Lady Blank, your majesty." Two of his sons—Prince Edward and Prince George—have already caught the stamp fascination. Prince Edward is specially interested in the Prince Edward Island stamps, of which he owns a complete set.

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A GUIDE FOR TRAVELERS

GRAND TRUNK RAILWAY.

MAIN LINE—SARNIA TUNNEL TO SUSPENSION BRIDGE.
Arrive from the east—4 a.m., 10:45 a.m. (except Sunday), 11 a.m., 11:20 a.m., 6:35 p.m., 7:43 p.m., 10 p.m. (except Sunday).
Arrive from the west—12:15 a.m., 3:20 a.m., 11:10 a.m., 1:25 p.m., 4:30 p.m., 6:25 p.m.

Depart for the east—12:20 a.m., 3:25 a.m., 8:10 a.m. (except Sunday), 11:20 a.m., 2:05 p.m. (except Sunday), 4:25 p.m., 6:55 p.m. (Eastern Flyer).
Depart for the west—4:15 a.m., 7:40 a.m. (except Sunday), 11:10 a.m., 1:25 a.m., 1:55 p.m. (except Sunday), 8:10 p.m.

LONDON AND WINDSOR.
Arrive—10:40 a.m. (except Sunday), 4 p.m., 6:50 p.m., 11 p.m.
Depart—6:35 a.m. (except Sunday), 11:25 a.m., 2:20 p.m. (except Sunday), 7:50 p.m. (International Limited).

STRATFORD BRANCH.
Arrive—10:40 a.m., 10:55 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m.
Depart—6:20 a.m., 10:45 a.m., 2:50 p.m., 6:10 p.m.
Passenger trains do not run on this branch on Sundays.

LONDON, HURON AND BRUCE.
Arrive—9:45 a.m., 6:10 p.m.
Depart—8:15 a.m., 4:50 p.m.

CANADIAN PACIFIC RAILWAY.
Arrive from the east—11:30 a.m., 8 p.m., 11:30 p.m. From the west—5 a.m., 8:35 a.m., 5:20 p.m.
Depart—For the east—5:05 a.m., 8:40 a.m., 5:28 p.m. For the west—11:38 a.m., 11:35 p.m., 11:35 p.m.

PERE MARQUETTE RAILWAY.
Arrive—8:45 a.m., 12:15 p.m., 2 p.m., 4:45 p.m., 10 p.m.
Depart—From the east—8:45 a.m., 2:35 p.m., 4 p.m., 6:40 p.m.
From the west—11:30 a.m., 11:35 p.m., 11:35 p.m.

*To Walkerville, without change.
*To St. Thomas, only.

NICHIGAN CENTRAL RAILWAY.
Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 9:45 p.m., 11:35 p.m.
Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., 10:25 p.m.

CANADIAN PACIFIC

Read "Western Canada" and "British Columbia," and acquaint yourself with the great resources of the west, and its immense wealth. Agriculture, mining, forestry, fisheries, ranching. "Fishing and Shooting in the West" will tell you where the greatest game resorts of this Dominion are located, and how to get the most of them. "The Mountains of the West" will tell you where the most beautiful scenery of the Dominion is to be found. "The Challenge of the Rockies" gives an account of the rugged grandeur of the "Switzerland of America." "New Highways to the Orient" outlines pleasant and profitable tours to the famed east. Ideal trips for the winter months, and all other particulars, are given in the illustrated booklets, dealing with the commercial metropolis of Canada and the historic scenes of early days. Any of the above publications free on application to your nearest Canadian Pacific agent, W. FULTON, 15 Dundas street, or by writing to C. P. FOSTER, D. P. A., Toronto.

Discovery Defies Time.

The Hungarian chemist, Brun, says he has discovered a liquid chemical compound which renders certain kinds of matter proof against the effects of time. He asserts that it doubles the density of nearly every kind of stone, and renders it water-proof, fire-proof, and indestructible. It imparts to all metals qualities which defy oxidation and rust. It is also a germicide of hitherto unequalled power. The professor says that while traveling in Greece some 25 years ago he noticed that the mortar in the stones of the ruins which were known to be over 2,000 years old was as hard, fresh and tenacious as if it had been made only a year. He secured a piece of the mortar, and has been working on it ever since until now, when, he says, he has discovered the secret. The compound is a yellow liquid, which the professor has christened zorene. He describes the following experiments: A piece of ordinary and easily breakable slag, after immersion in zorene, defied the full blow of a hammer. There was the same effect on ordinary bricks and a block of red jarrah wood. All three were then immersed in water for a long time. When taken out and weighed with delicate scales the presence of a single particle of added moisture could not be detected. Two pieces of steel submitted to an ammonia test equal to five years' exposure to the air emerged from the bath as they entered it. An ordinary table knife which had lain open five months did not show the slightest stain. Prof. Brun asserts that he will be able to make roads dust, germ and waterproof, thus giving a commercial value to hundreds of millions of tons of slag which is now useless in the mining and smelting districts. His discovery will at the very least he says double the life of metals exposed to the air, such as in bridges, railroads, vessels and tanks.

The artificial production of emeralds is declared to be impossible by Prof. Verneuil, the first creator of rubies.

WORMS CAUSE feverishness, moaning and restlessness during sleep. Mother Graves' Worm Expeller is pleasant, sure and effectual. If your druggist has none in stock, get him to procure it for you.

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