

KING EDWARD BENEFITS BY NEW TREATMENT FOR HIS THROAT TROUBLE

His Long Illness at Biarritz Due to Absence of London Specialist Whom He Deferred Calling.

LONDON, April 16.—One of the unwritten laws of English journalism is that no reference must ever be made to the disease from which the King is suffering, unless he is very ill, indeed. The idea seems to be that it is indecorous to expose the secrets of the sickroom to the public gaze. One result of this is that from time to time the public learns that the King is confined to his room and all sorts of rumors fly about as to the seriousness of his disease.

One of these periods of alarm is just over. A couple of days ago it was announced that the King had begun to go out again after being confined to his room at Biarritz for more than a week. During this week his faithful subjects had credited his majesty with every disease from pneumonia to typhoid, and some of the sporting ones were making bets on the probability of his returning to England alive.

As a matter of fact, all that ailed King Edward was an ordinary attack of bronchitis, from which he is a chronic sufferer, and his long confinement to his room was due to the fact that he was not within reach of the London specialist who has worked wonders with his health, and had to submit to the ordinary forms of treatment. This man is Dr. E. R. D. Spitta of Bolton-street, who with another medical man, has worked out a development of the anti-toxin treatment as applied to bronchitis, which has never failed to give the King prompt relief. A culture is made from the sputum of the royal patient, and the anti-toxin which is produced thus is swallowed in carefully graduated doses. Before each dose the patient's blood is analyzed to ascertain his resisting power, and when the King is attacked at home Dr. Spitta is in constant attendance. It was hoped that he would escape the malady in the balmy air of Biarritz, and this is why the last attack found him unprepared.

I am told that the disease in the form from which the King suffers is not dangerous, but is uncommonly trying. It takes the form of severe choking fits, requiring attention, and King Edward, who is a stickler for the proprieties and for the maintenance of his royal dignity, lives in constant terror of being attacked by one of these fits when he is making a speech or at dinner or some other public function. In fact, when he is called on to perform any public ceremony at home he always undergoes a careful medical examination with a view to finding out whether there is any chance of a breakdown.

What His Side Wanted.
Samuel Untermyer, who has just received a \$750,000 fee for merging some corporations, was being congratulated at the Manhattan Club on his recent successful conduct of a murder case. The distinguished corporation lawyer modestly evaded all these compliments by the narration of a number of anecdotes of criminal law.

"One case in my native Lynchburg," he said, "implicated a planter of sinister repute. The planter's chief witness was a servant named Calhoun White. The prosecution believed that Calhoun White knew much about his master's shady side. It also believed that Calhoun, in his misplaced affection, would lie in the planter's behalf."

"When, on the stand, Calhoun was ready for cross-examination, the prosecuting counsel said to him, sternly: 'Now, Calhoun, I want you to understand the importance of telling the truth, the whole truth, and nothing but the truth in this case.'"

"Yes, sah," said Calhoun.
"You know what will happen, I suppose, if you don't tell the truth?"
"Yes, sah," said Calhoun, promptly. "Our side 'y' win de case."

IMPORTANT ANNOUNCEMENT

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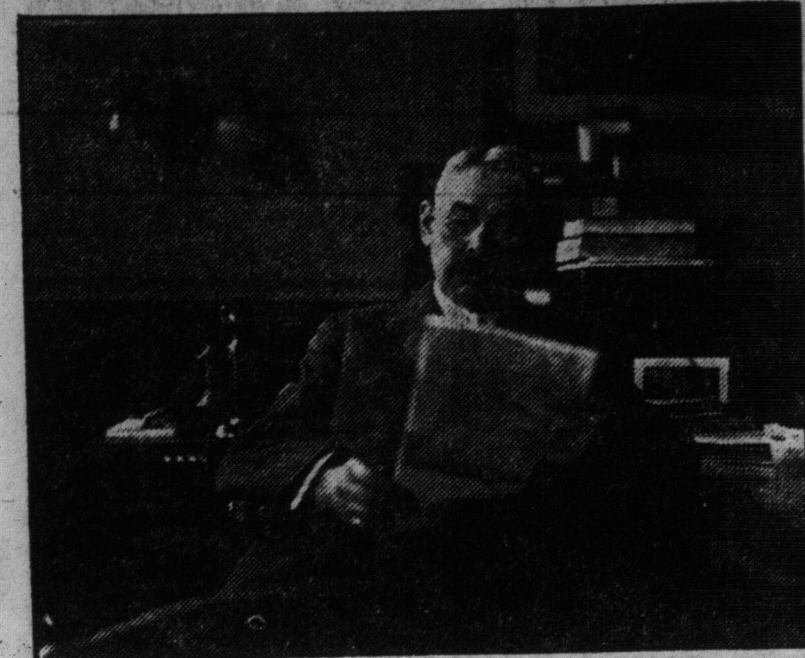
The tires invariably stayed on. Yet the side strain under such conditions was so severe that it must have amounted to tons.

Yet when the time comes that you wish to remove a tire, the detachable flange which holds the tire in place can be unlocked by loosening one nut with an ordinary wrench, when the flange can be snapped off with your fingers and a screwdriver. No Special Tools of any nature are required.

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City Officials at Work--Number One



CITY CLERK LITTLEJOHN.
William Littlejohn, city clerk, belongs to the old guard of civic officials of Toronto. He entered the service in the historic days when the municipal administration building stood on Front-street, and has won his way to his present office by successive promotions. It is Mr. Littlejohn's duty to supervise the immense amount of clerical work which necessarily clings to the handling of a big city's business, and he does it well. His favorite recreation is golfing.

CHEAPER UPPER BERTH WILL COME IN CANADA

Continued From Page 1.

would be induced to take them, and this would conduce to the greater convenience of those to whom a lower berth is important on account of age or infirmity. The Dominion Railway Board should take the action of the United States commission into account and see that the rates for sleeping berths in Canada also are made to conform to the principle of supply and demand.

"It is time the Canadian press took up the question of fair prices, and sanitary conditions in railway sleeping cars," said W. I. J. Lee, to The Sunday World. "I have been reading with interest the reports in your paper of the agitation in the United States for better rates for upper berths, and consider something should be done about conditions here. But in my opinion the antiquated system—or worse than no system—of ventilation, with its deadly effects is even more important than that of the price of the berths."

"How many lives have poisonous, overheated Pullman cars cut off? No one can answer. Some of the most notable figures in Canadian church and state affairs have succumbed to pneumonia, contracted on a night trip. One distinguished Anglican archbishop, it will be remembered, died of pneumonia which was directly attributed to, if not actually caused by, his being penned up in a Pullman berth all night after attending a funeral at Montreal. Many similar cases could be quoted."

"Some improvement in the Pullman car service in Canada must be made. Present conditions are intolerable. The lower berths are suffocating, and the upper berths are empty upper berths. If you take a lower berth you are in danger of being choked for lack of air, and you probably take a severe cold if you ride in an upper one."

"Government action will probably have to be taken sooner or later. There is no reason why empty upper berths should be closed down all night over occupants of lower ones. If cars are not filled, the upper berths not required should be closed up."

"It seems curious that with all the engineering knowledge of motive power and electricity, the force generated by the car wheels is not applied to some useful purpose in Canada. I believe it is now being utilized on certain railways in the United States in connection with the electric lighting of the cars. It could be just as readily applied to the running of electric fans in the Pullmans."

Abolish the "Upper."
"It is just a question in my mind whether the upper berth should not be entirely prohibited. The upper berth precludes reasonable ventilation for the passenger sleeping underneath. It often gives its occupant influenza or pneumonia. Its oscillation renders it a rack of torture to many. The present upper berths are a terror for swinging just as soon as a little speed gets up. A first-class ocean liner is often as steady in mid-ocean. The consequence is that a traveler on climbing down from his Pullman berth in the morning has a racing headache and a disordered stomach. He wishes the man who invented upper berths had never been born."

"It is good news to hear that railway car builders are giving attention to the designing of an improved sleeping car. One was recently pictured in a scientific journal devoted to inventions. The new style of cars had berths raised from the floor. They were changed to sofas and couches in the day time, and apparently the upper berth was eliminated."

"The alignment of a certain number of berths to different points along the line leads to considerable hardship to the traveling public, in the way of lower berth occupants having to sleep (?) all night in a stifling atmosphere under vacant upper berths. It was like being in a Turkish bath, is an expression often heard from people after their first night in a sleeper."

View of the Agents.
Everyone would want upper berths if they were cheaper than lower ones, and there would be a wild scramble and battle for the cheaper tier, is the idea of passenger agents. Exports alone would show how that might be."

Many travelers state that it is not the price of a sleeper that causes them to ride all night in the ordinary day coaches, but because the discomfort is actually less when the difference in ventilation and danger from disease infected berths and bedding is taken into the calculation."

A crumb of comfort for the Canadian railway traveler is that he is not so unfortunate in respect to this traveling accommodation, as his lordly fellow subjects in England. The British railways continue to have records of murders in coaches. The little cubby car compartment, conductors, guards (?) they are called, punch tickets at stopping places, lock compartment doors,

and leave murderers and thieves as the sole companions of unsuspecting fellow passengers. The corridor car is a long distance in the future for the British traveler. He has the consolation of speedy travel, on smooth running roadbeds with very few accidents, but the compartment car, whether first, second or third class, is a constant menace.

On the European continent, especially in France, the modern corridor car and vestibuled train is making headway. Now that the public has begun to awaken to its rights and requirements on this western hemisphere of trans-continental railways, the demands of the travelers for sanitary sleeping coaches with reasonable attention to comfort, and some regard to moderation and justice in the charges, may be within measurable distance, but the public will have to kick to get them."

He Knew Them.
Collector Loeb, at a dinner in New York, says The Providence Journal, praised a certain custom inspector.

"His success," said Collector Loeb, "is due to his knowledge of human nature. He is like a boy I used to know in Albany."

"This boy got associated on the right arm, and the doctor gave him a red 'I've been vaccinated' ribbon to wear on his coat sleeve. But the lad proceeded to tie the ribbon on his left arm."

"Why," said the doctor, "you are putting the ribbon on the wrong arm."

"No," said the urchin, "you don't know the boys at our school."

How Those Lords Love Each Other.
Lord Lansdowne once congratulated Lord Crewe on an eloquent speech in the house of lords.

"I have followed it," he said, "with earnest attention, not only on account of the importance of the subject, but also on account of the noble lord's judicial attitude. I admired his eloquence, but what impressed me most was his impartiality."

A pause.
"Yes, until the last minute, I did not know on which side of the fence his lordship was coming down."

Hear Prof. Chant on Halley's Comet.
Euclid Avenue Methodist Church, Monday night.

Paris has 10,000 cafes.

COOK'S ROUTE IMPASSABLE
So Says Leader of Expedition That Climbed McKinley.

FAIRBANKS, Alaska, April 14.—The Fairbanks Mount McKinley expedition that reached the summit of the peak started to follow the route Dr. Cook said he took, but was obliged to abandon it, as it is impassable. Thomas Lloyd, the leader, declared that no traces of Cook's camps were found.

Aneroid measurements taken by the men place the height of the mountain at 20,600 feet.

Ten men were in the party that left Fairbanks with dog teams in December. On reaching the base of the mountain the party went into camp, waited for better weather and planned the ascent. All were familiar with the great mountain.

When the ascent was begun, the first camp was made at the line of the Willows, the second at 2900 feet, the third at 10,000 feet, the fourth at 16,000 feet. From this camp the dash to the top was made. Snowshoes were used most of the way. At several places cre-

A' WOO', A' WOO'



Little Bo Peep has lost her sheep,
And doesn't know where to find them;
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asses were crossed on bridges made from poles brought from the timber regions below.

The party found the summits utterly unlike those pictured in Cook's book.

MAINLY ABOUT PEOPLE.
Prof. Parker of Columbia University, a disbeliever in Dr. Cook, says the Fairbanks expedition to the top of Mt. McKinley went up "on the wrong side to definitely disprove Cook's claims."

In a letter to The Weekly Sun, Goldwin Smith says, concerning his recent serious injury: "However, Dr. Orsett at all events may be congratulated on the triumph of his medical skill over one of the worst cases which come under the cognizance of medicine."

The remote district of Cassiar, in British Columbia, in ten years, 1878-88, produced \$1,500,000 worth of gold—just. It has been shown that more fish can be caught in a net dyed a slightly blue color than in those of the traditional brown tone.

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