

# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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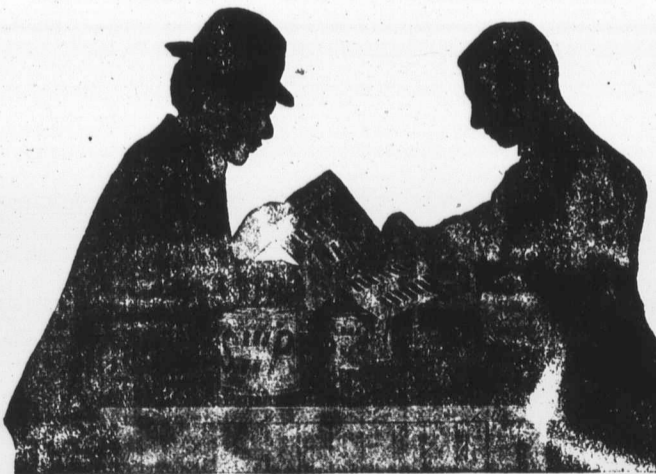
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"With materials of such quality, combined with the thorough assimilating they receive in mixing and grinding, is insured the most permanent and durable colors it is possible to manufacture. S.W.P. wears as long as any paint can wear and retains its brilliancy and freshness for the greatest possible time."

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## GENEROUS JOHN BULL.

He is a Liberal Giver to Those Who Are in Need.

On the appeal of the Mayor of Bolton, England, for funds in the recent Pretoria Mine disaster no less than \$350,000 was subscribed in a week! That alone is enough to show that John Bull is a generous soul.

The first time that he publicly helped the miners was in 1878, when nearly \$150,000 was raised on behalf of the sufferers from a mine explosion in Wales. Since then every colliery disaster has found the British public eager to aid the widows and children left behind.

The Britisher is as generous to his fellow-beings abroad as he is to those at home. When the Seine rose and caused such widespread damage a year ago the British public, through the medium of a Mansion House fund, sent over nearly \$50,000 for the help of their continental neighbors.

Strange to say, the first Mansion House fund was inaugurated to relieve Paris. This was for the relief of the sufferers in the siege by the Germans in 1871. Over \$600,000 was collected and sent to Paris, partly in money and partly in clothing, food, and other necessities. The Parisians did not want money so much as food, for money was fairly plentiful, and John Bull responded to the appeals of the starving by sending over thirty-eight tons a day or two after the siege was raised. Since that first fund the Mansion House alone has received nearly \$30,000,000 out of the pockets of the generous Anglo-Saxons.

When the terrible earthquake at Messina startled the world with its dramatic suddenness and its consequent misery Great Britain was the foreign country that contributed most to the relief of the sufferers. Over \$600,000 was rapidly collected and despatched to Italy, Germany coming next with \$400,000, and France with \$300,000. Newspapers all over the country opened their columns for the receipt of money from their readers, and the appeal thus made was not in vain.

In 1878 the Mansion House opened a fund for the great Indian famine. In response to the appeal of the Lord Mayor, the huge sum of \$3,450,000 was extracted from the pockets of the nation. In 1897 another fund was organized to aid the Hindus, over half a million pounds being sent to India. Altogether England has sent \$10,000,000 in one way or another to relieve our fellow-subjects in India. Such figures are a splendid tribute to the generosity of the British public.

During the Boer War, however, Britain really stepped to the occasion and showed what she was capable of in emergencies. The Mansion House left all its glorious records far behind when it raised over \$5,600,000 for the Transvaal War fund. In addition to this \$850,000 was given to the fund for the Transvaal refugees, and \$580,000 for the C.I.V.'s. That was the Mansion House alone, and when it is recalled that there were three other funds of a similar kind in existence at that time one is astonished at the capacity of John Bull's pockets. Altogether nearly \$20,000,000 was subscribed during the days of the war. Britain paid generously for the magnificent help that her soldiers and sailors gave her.

The greatest individual sum ever given to a fund, apart from the permanent charitable organizations, was the \$125,000 given by Sir Thomas Lipton to the Poorest of the Poor London Jubilee Dinner Fund in 1897.

## Birds For the Table.

Game Warden A. Bryan Williams, British Columbia, has become an ornithologist, specializing in prairie chicken, pheasants and partridge. It seems that these table birds have been falling behind the stock and sheep in the B. C. men's hands. Warden Williams recently distributed a flock of 1,500 pheasants throughout the lower mainland and Vancouver Island. These birds have helped remarkably in replenishing the stock. The experiment has been repeated in the case of prairie chicken. The B. C. bird which trips in the Okanagan Valley, has been mingled with some of its relatives from Saskatchewan. They have got along beautifully together.

## Legislators' Perquisites in Spain.

Spanish deputies, some of whom are debating for a salary, already enjoy certain privileges. They are entitled to frank their letters and to travel on all the railways in Spain free of charge. Unlike the French deputies, however, they have to pay for refreshments consumed in the chamber, the only item supplied gratuitously being sugar. Of this there is an unlimited supply, and lacy wafers to the chamber are always presented with a packet of this delicacy, which serves to sweeten the debates.—London Chronicle.

## Hair Seals and Fur Seals.

The fur seal has a sharper nose than the hair or harbor seal, and both its swimming flippers and its tail flippers are, proportionately to its body, much longer than those of the harbor seal. The Harbor seal, when it rests or sleeps, dunks out on the rocks, or, in winter, on a cake of ice. The fur seal, a far wider traveler, stays more on the water, and when it sleeps it folds the long tail flippers up on the body between its six flippers, presenting thus a curious appearance, quite unlike the harbor seal.

## Being Merely Human.

"Mamma hasn't papa made enough money to be able to retire from business?"  
"Yes, dear, that's why he doesn't retire."

## Useful Nevertheless.

"You don't make very good music with that instrument," said a street player to the man behind the big drum in a military band.  
"No," admitted the drummer, "but I drown a heap of bad!"

## A Great Wheel.

An immense fly-wheel is being constructed at Lanely, South Wales. It will weigh no less than 150 tons, and is to be cast in five segments, while the diameter will be 36 feet.

## THE HOME OF THE NAVY

HALIFAX ONCE MORE COMES INTO HER OWN.

The Ancient Port and Dockyards Made Famous as the Temporary Home of Great English Seamen is Now Training Admirals—Days of War With France Were Busy Ones in the Naval Depot.

The Halifax dockyard, once famous in the annals of Britain's conquests, has again resumed importance as a naval base, says W. H. Dennis in The Globe. With the arrival of the cruiser Niobe, the first vessel in the east to form the nucleus of the Canadian Navy, and the fitting up of the Naval Hospital as a college for the training of cadets, this once-noted naval yard has taken on a little of its old-time activity. When the American colonies that now form the United States revolted from the mother country the Halifax dockyard became the only naval base on this side of the Atlantic. But before the days of the revolution Halifax had been the rendezvous of the famous expedition that gathered for the conquest of Louisiana and Quebec.

Here Boscawen and Sir Charles Hardy refitted their fleet and waited the coming of Gen. Amherst, preparatory to their famous attack on the Dunkirk of America, and a year afterwards Admiral Saunders and Gen. Wolfe sailed out of the harbor to the conquest of Quebec. The most celebrated names connected with the naval warfare appear in the records of this yard. On two tablets until recently in the Admiralty House, Halifax, are inscribed the names of many of the most distinguished Admirals of the eighteenth and nineteenth centuries.

In the old troubled days when war vexed Europe and America, there were stirring times in Halifax. The harbor thronged with ships of war, or valiant prizes captured from the enemy. A great number of people found employment in the dockyard as shipwrights, caulkers, smiths and riggers. British men-of-war and captured French frigates had to be repaired, after hot battles on the high seas, and in war times a large staff of mechanics was constantly engaged in this work.

In the dockyard records we find many orders similar to the following: "Halifax Yard, Sept. 4, 1808."

"Memo: The blacksmiths to be employed from 5 o'clock in the morning until 9 o'clock at night."  
(Signed) John N. Ingleside, Commissioner, H. M. Navy Yard."

And again we find a reference to the activity in the yard on Feb. 13, 1801. Elias Marshall, master shipwright, and J. Jackson, master-at-arms, report to Sir William Parker concerning the erection of buildings in the dockyard. They report that they could not be erected on account of scarcity of men, caused by employment on the hospital.

In old days the piers and jetties of the dockyard echoed to the songs of the jolly jack-tars that have made the story of Great Britain's prowess upon the seas a world-stirring drama. Famous captains have passed in and out of its pillared gates; have dined and lived within its walls. Nelson's renowned captains have given their orders to the master shipwrights after hulls and riggings of their ships had encountered the storm of battle or felt the fury of the elements.

On Nov. 17, 1807, a fashionable wedding took place at Halifax which constituted one of the interests in local society circles of that time. Sir Thomas Hardy, one of Nelson's famous captains, had arrived in Halifax in October, after his ship, the Triumph, with some of the North American fleet, had been engaged watching a number of the French men-of-war shut up in Chesapeake Bay. When the gallant captain, under orders from his chief, Admiral Sir George Cranfield Berkeley, was ordered to Halifax to refit and repair he little dreamed that at Halifax dockyard he was fated to meet his future wife, in the person of the charming daughter of the commander of the North American station. The brave commander of the Triumph, then 38 years of age, was not long in port before he surrendered to the charms of Miss Louisa Emily Berkeley, daughter of Admiral Berkeley, and granddaughter of Lord Lennox.

The naval hospital, which is being fitted up to receive the naval cadets, and which is to be the college, is a plain brick building situated at the north extremity of the yard. The building is not very old, being built about the early sixties of the last century. The first hospital for sick and disabled seamen was built during the period of the American revolution. It was destroyed by fire in the early years of the nineteenth century. It is more than thirty years since the last wooden three-decker met its fate at a ship breaker's hands in Halifax. That ship was the Pyramus, and had long outlasted its companions, having served as a floating magazine at the dockyard. To what ship the figurehead at Halifax be longed is not known, and tradition says nothing of its history. It is the only remnant left of the stirring days when Great Britain's fleet fought in many parts of the world.

The naval cadets in the yard, with one or two exceptions, are English naval officers. Captain Martin holds the position of Commander of the Yard, commander of the Naval College, and Commander of the cruiser Canada. The Canada has been the flagship of the Canadian fishery probation fleet, and has always been conducted on royal navy lines. She is, strictly speaking, the pioneer ship of the Canadian navy. All her officers are Englishmen.

The Naval College opened on Jan. 15, with a class of 21 cadets, from numbers Canada's future admirals and captains will be chosen.

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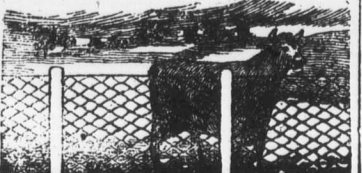
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