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The Mineral Output

The effect on business of a strike of even moderate extent and duration is shown in the preliminary report on the mineral production of Canada during the calendar year of 1911, recently issued by the Department of Mines. From 1886, when statistics were first regularly gathered and prepared, and when the value of the mineral production was put at \$10,221,000, there has been a steady increase in the output of the industry, the occasional decreases in a year of slow business being soon made up. By 1895 the production had doubled and was put at \$20,505,000. By 1899 the fifty million mark had been almost touched, with \$49,234,000, and in 1910 this in turn had been more than doubled, and the high record of \$106,823,000 was reached. In 1911 there came a strike in the coal regions of British Columbia and Alberta. In Alberta the consequent loss was confined largely to the item of coal; but in British Columbia the cutting off of the fuel supply crippled the smelters, and one copper company, comparing 1911 with 1910, showed a decreased output of \$1,600,000. The losses in this connection were only in small part made good by increases in other branches of the industry. As a consequence, though both British Columbia and Alberta hold good places on the list, and though other provinces made a better record than in 1910, the total mineral production of Canada in 1911 is given as only \$102,291,000, which means a falling away of \$4,532,000, or 4 per cent. The situation being due to the causes mentioned, which, for the time at least, have ceased to operate, it is presumed, that the current year will see a recovery, if not an advance beyond anything in the past. It should be mentioned that the increase in values above dealt with in some cases fail to show the actual development. The prices of all metals have not advanced in keeping with the talk about the increased cost of living. The average price of copper in New York, for instance, is given as 20 cents a pound in 1907, and only 12.376 cents in 1911. In the same time lead fell from 5.235 cents a pound to 4.420 cents, nickel from 45 cents to 40 cents and silver from 65.327 cts. an ounce to 50.304 cents.

Taking the production by provinces Ontario is shown to be well in the lead, being credited in 1911 with almost 42 per cent. of the total of Canada. This is due chiefly to the silver deposits in the northern country, but there are many other articles contributing to the total. The figures for the two years are:

	1910.	1911.
Ontario	\$43,538,000	\$42,672,000
British Columbia	24,478,000	21,237,000
Nova Scotia	14,195,000	15,354,000
Quebec	8,270,000	9,087,000
Alberta	8,996,000	6,404,000
N. W. Territories	4,764,000	4,619,000
Manitoba	1,500,000	1,684,000
New Brunswick	581,000	611,000
Saskatchewan	498,000	618,000
	\$106,823,000	\$102,291,000

Ontario's decreased production in 1911 is ascribed to a decline in the value of the output of copper, nickel and petroleum. The latter, though it is encouraged by a bounty paid out of the federal treasury does not represent a flourishing industry, and though strikes are reported from time to time the new wells do not make up for the losses in the older producing districts.

Following the accepted rule, the mineral products are divided into three classes, the values of which in the last two years are thus given:

	1910.	1911.
Metallic products	\$49,438,000	\$46,197,000
Non-metallic products	37,757,000	34,191,000
Structural materials, etc	19,627,000	21,903,000

In the metallic division the quantity and values of the articles produced in 1911 are given as follows:

Copper, 12.376c per lb.	
lbs.	\$55,848,665
Gold	6,911,831
Pig iron from Canadian ore, tons	9,762,096
Iron ore sold for export	613,404
Lead at 3.48c per lb.	86,812
lbs.	23,825,050
Nickel at 30c per lb.	818,672
lbs.	34,098,744
Silver at 53.304c per oz.	10,229,623
ozs.	32,740,748
Cobalt & Nickel oxides	17,452,128
Zinc ore	221,790
.....	2,590
.....	101,072

Silver, nickel, gold and copper, it will be noted, are in the lead, and greatly exceed in value the more useful iron items. The development of the iron ore deposits of Canada is somewhat slow. The richer ore bodies are of small area, and the larger bodies either of low value or situated where it is not profitable to utilize them. In this regard, however, there are signs of a change coming, which, it can be hoped, will be a good thing economically and industrially. In the non-metallic list coal leads, as it leads in everything, the output of 11,291,000 tons being valued at \$26,378,000. The next most important article was asbestos in which Quebec has the lead, and which is credited with \$2,922,000. Natural gas, with \$1,280,000 is the only item on the list that passes the million mark. As evidence of the growth of the country, the figures of the structural materials and clay products division are in their way the most interesting. They grow in value most when building is most active, and building of a good kind. The value of the chief items in the last two years were:

	1910.	1911.
Cement	\$ 6,412,000	\$ 7,751,000
Brick	6,379,000	6,929,000
Lime	1,137,000	1,493,000
Building stone	3,650,000	3,680,000

The chief item is cement, which, like some other curious things, has got itself into politics. It represents comparatively speaking, a considerable industry, the output of which last year was 5,677,000 barrels, compared with 4,396,000 barrels in 1910. The increase was 1,281,000 barrels, equal to 29 per cent. It was a continuation of other increases also, the figure of 1907 being only 3,495,000 barrels. It is an article which, according to the figures given, has not been carried along with the general upward movement in prices. In 1908 the average price per barrel at the works is given as \$1.39. In 1910 and 1911 it was 1.34. With its large home production, also, there has also been a considerable importation, that for 1911 being given as 661,000 barrels, of which 441,000 barrels came from the United States, 190,000 barrels from Great Britain and smaller quantities from Belgium, China and other countries.—Montreal Gazette.

AN ELECTRIC CIVILIZATION

When writing the series on electricity some time ago, I said that "electricity is used in 400 different ways." Now the number of methods, ways and works is by name legion, whatever that means. The use of the elusive entity—these words are used to obscure the notable fact of ignorance of what electricity is—is now extending and ramifying into all departments of human industry and daily life.

The fact that enormous power can be sent on thin wires is the great basic fact. And equally basic is the fact that weak power, but strong enough, to convey intelligence, words, symbols numbers and signals, can be transmitted by space—waves without wires. And the fact that electricity can appear as magnetism, and magnetism conserve electricity, or appear as electricity, is the one prominent in all electrical machinery.

Thus, press a switchkey and lift by means of magnetism a white hot steel ingot out of a furnace that weighs tons. This is a standard advance in metal work. Men do not now stand in the fierce heat of furnaces, with open doors, to handle ingots. Huge soft-iron masses are placed in contact for a moment with the hot mass. Current is turned through the wires around the soft iron; it is energized, becomes at once endowed with power and lifts out the heated bar, mass or ingot.

Ring of detective bells, sounding of alarms and telltale buzzers are so complex in large business houses, banks, police controls, insurance registers and the like that crime, burglaries and fires are at once located. Burglars should ignore wired buildings.

Numbering and registering every detail and transaction may be said to be a complex science of itself. And disputes leading to law-suits are saved by the unerring accuracy of the electric register.

Electricity in mining is now so great that it is a science all by itself. The uses of electricity underground are so many and of so varied character that they cannot be mentioned here.

Motors on mountain peaks and within inaccessible places in the wilderness actuated by power sent up on wires from turbines in far below is a triumph.

One of the most wonderful catalogues ever printed is the long alphabetical list of names of wireless stations on land and sea. Every ship with a plant has its own distinctive signal.

Twenty-five cents will buy a perfect time-warning watch regulator in a few years. It will be a mere index or needle pointing to numbers in the dial. The master clock in Washington will set many millions of watches from Cuba to Alaska at noon each day.

After a while each person will be numbered like autos. Carry the wireless plant in hat or pocket, receive messages, hear the news, be modern—that is, be tuned to the wireless.—Edgar Lucien Larkin.

"You say your jewels were stolen while the family was at dinner?"

"No, no. This is an important robbery, of ficer. Our dinner was stolen while we were putting on our jewels."—Louisville Courier-Journal.

GERMANY'S AERIAL PROGRAMME

Cured to a large extent of the Zeppelin monomania which absorbed the country in 1908, Germany is now devoting herself heart and soul to the creation of a fleet of flying machines; writes the Berlin correspondent of the London Daily Mail. Enthusiasm over "the fourth arm" has become universal. The Kaiser, for long a skeptic on the subject, has set himself at the head of the movement by offering a £2500 prize for the best aeroplane motor invented between now and his next birthday. A South German champagne firm has placed £5000 at the Supreme War Lord's disposal for the promotion of military airmanship. A dozen great flying weeks and cross-country circuits will be held during the year. Schools of airmanship are flourishing everywhere. In the army flying promises to become the most popular of arms. The War Office not long ago called for half a hundred volunteers for the air service. Over a thousand officers responded.

Although it is sixteen years since the German Lillenthal, the world's first martyr-airman, paid the toll since extorted from so many bird-men, flying in Germany has a history of hardly two years. The dirigible airship craze, the feats of the Zeppelin, Gross, and Parseval vessels, blinded Germany, including the War Office, to the superior possibilities of aeroplanes. The Wrights were looked upon as half impostors, half "cranks." The German experts agreed that the £10,000 London-to-Manchester prize was safe in The Daily Mail's strong-box for years to come. It was not until February, 1910, that Germany's first airman, Herr August Euler, was licensed. Today, exclusive of the army, there are 165 qualified airmen and three airwomen. Nobody knows just how many air pilots and aeroplanes the army possesses. It is a War Office secret. They are believed to number nearly 100. By the end of 1912, at the present rate of activity, there will be 200. Add the 200 odd civilian fliers who will be licensed before the year is over, and one arrives at the imposing total of 400. This is the host which will be ready to rally forth to meet M. Millerand's mighty "squadrillas" if the Franco-German frontier should once again resound to the diapason of battle.

Rivalry with France

It is admittedly France's stupendous progress in the air that has given the impetus for flying in Germany. The Germans are not disheartened by the long lead of the ancient rival across the Rhine. They remember that France was once in the van in dirigibles, only to be overtaken and decisively outstripped by Germany. "What we have done in dirigibles," say the Germans, "we may be able to repeat in the case of aeroplanes." They are unquestionably making for that goal with seven-league boots. They are seventy-five aero clubs in the Fatherland, with a membership of over 70,000. That is said to be a world's record. Fifteen works of the first magnitude and a hundred smaller firms are manufacturing flying-machines of every conceivable pattern and system.

Five world's flying records, it is claimed, are in German hands—the longest flight with one passenger (Suvelak, 4hr. 34min.); with two and three passengers (Graulich, 2hr. 2min.

45sec. and 1hr. 35min., respectively); with four passengers (Rentzel, 21min. 45sec.); while Fraulein Melli Beese, airwoman, holds the woman's height record of a fraction over half a mile.

England and France are challenged to show a programme of "meets" and "circuits" comparing with the events already planned in Germany for 1912, to wit:

- April 28 to May 8—Leipzig Aviation Week.
- May 18 to 26—Southwestern Germany circuit.
- May 24 to 31—Johannisthal-Berlin flying week.
- June 2 to 14—Northwestern Germany circuit.
- June 9 to 12—Berlin-Vienna race.
- June 16 to 30—Schleswig-Holstein (Kiel) circuit.
- July 28 to Aug. 11—Southern Germany circuit.
- August 15—Thuringian circuit.
- August 20—Around Berlin race.
- September 15—Berlin-Copenhagen race.
- September 20—East Prussian circuit.
- September 20 to October 6—Second Johannisthal-Berlin flyweek.

The World's Best Flying Camps

In Johannisthal-Berlin and in Döberitz, the German Aldershot, the Fatherland has a pair of "flying camps" challenging comparison with the best in the world. At Johannisthal, an enclosed field of 800 acres, there are now 102 pupils at work, including a German baroness and a Russian princess, and seventy machines are in service. Thirty pupils are military officers. At Döberitz exclusively army airmen are trained. Instruction includes long practice observation cruises across country. Brilliant flights—Berlin-Hamburg and return without intermediate landing, Berlin-Stettin and back, and kindred feats—are of frequent occurrence. German army airmen are trained to travel in pairs—one for steering, the other for observation. Both must be pilots. A German firm has just placed an "armored aeroplane" at the War Office's disposal. It is said to demonstrate that flying craft can be successfully protected against rifle and light shell fire. Döberitz airmen are also practicing zealously with the carrying and dropping of explosives, but the results of their perpendicular target-practice are hermetically sealed.

Grand Admiral Prince Henry of Prussia, the Kaiser's sailor-brother, is Germany's oldest airman in point of actual age and one of the most enthusiastic. He was the thirty-eighth German to obtain a pilot's license, and has driven his own Euler biplane repeatedly since then.

A Great Aeroplane Fleet

"Germany has at last consecrated itself in earnest to the development of an aeroplane fleet," said Major von Tschudi, the distinguished aeronautical officer, who has developed Johannisthal to its present eminent posi-

Socialism v. Christianity

Father Vaughan delivered his third Lenten Conference in St. Patrick's Cathedral, New York, before a congregation which packed all available space. He said in part: "All noble and lofty human action presupposes the influence of some high ideal, for no healthy life can be borne up unless sustained by some such uplifting force. The policy which has no ideal will never vitalize a people."

Father Vaughan went on to say that on either side of the Atlantic he saw uplifted two ideals. They were offered respectively by Socialism and Christianity. Between these two ideals Democracy had to make its choice. He saw none other in the field. He said: "The ideal offered by Socialism is, as we saw in our last Conference, the State. The ideal proposed by Christianity is a life penetrated and permeated with the spirit and principles of Christ."

He said that his first quarrel with Socialism was that it made too little of the individual and too much of the State.

It was a sort of deification of the State in which man was to find the Heaven for which he was born. "But my complaint," he went on to say, "is not merely that Socialism would subordinate man to the State but that it would subordinate him to some future State, with a very problematic existence, of a very doubtful character, and which might prove to be the most cruel tyrant that ever ground an individual into the dust. Clearly it might be so. Socialism seems so absorbed in man's material well being that it loses sight of the fact that there are other prizes besides bread and hip-podromes for which he hungers. He craves for something which no Socialism pretends to offer him—union with God by faith here and sight hereafter. Man wants to realize his eternal destiny. 'Why care for your own career?' says the Socialist to the individual. 'Your career is to provide a career for those yet to come; your reward must be to labor for generations not yet born.' 'No one,' save Bebel, 'has a right to consider whether he himself after all his trouble and labor, will live to see a fairer epoch of Socialism. Still less has he

a right to let such a consideration deter him from the course on which he has entered."

"For a moment," continued the preacher, "note the inconsistency of the Socialist's position. He rails at Christianity for 'dealing in futures,' and deuding the people with a 'draft of eternity,' yet he himself speculates in futures of a far less assured character than the Heaven which even a shoeless child, selling an evening paper in a slum, knows to be the one grand end for which God made him."

In dealing with men it must never be forgotten that man is an end in himself, and must not be made a mere means to the welfare of others. Man is no cog or screw in State machinery. The upshot of putting before Democracy an ideal which offers no true and immediate satisfaction was pretty sure to end in a policy of grab. It would demand a present instalment of justice—even at the cost of a "Reign of Terror." Taught that they had a right to all private productive property, they might press for the immediate possession of it as the original and legitimate owners. Even now it was no easy matter to keep some of them back. Can they be altogether blamed for being so anxious to enter into possession of their would be heaven? "On the other hand," said the preacher, "the teaching of Christianity proposes something infinitely more worth having than the prizes dangled before the eyes of 'comrades.' The ideal lifted up by Christianity is the leadership and example of one who is much more than a chieftain to his clan, than a captain to his troop, more than a king to his court, more than a father to his sons. There is one such ideal and one only, and His name His flag and His very character—'Jesus the Saviour.' The Christian's immediate end is to be a follower of Christ, his ultimate end union with Him in Heaven. Other worldliness, we are told, makes men indifferent to the squalor and stagnation of our slums. Read 'The Key to the World's Progress,' and be satisfied it is not so.

Experience goes rather to show that self-regarding virtues beget altruistic tendencies. Was it not Christianity that taught our ancestors to remember that "in the dim morning of Society, Labor was up and stirring before Capital was awake?"

Father Vaughan urged that when we are stricken by fever and on our death bed the cry was not for the Socialist philosopher, but for him who pointed to the Figure on the Cross, and to the open door beyond the stars, where Christ was waiting to fold the pilgrim in His arms, and to greet him with the words, "Well done, enter into the joy of thy Lord." If you want a good "send off" when starting for eternity, be sure whom to call for. Father Vaughan went on to say it was a fatal mistake to rely on the hope that men would grow in morality as they grew in prosperity. Morality was the outcome of lofty and holy principles borrowed from Christ; it was not the output of any set of material conditions.

Father Vaughan contended that under Socialism, State action, instead of being supplementary to individual enterprise would become a substitute for it. The individual would be swallowed up by the State. Socialism was non-natural if not unnatural. It would paralyze what man holds most precious—freedom to realize himself. Under Socialism no man would have the ordering of his own life or the shaping of his own industry. There would be no use for anyone who had not first of all responded to the call, "Come into my parlor," as said the spider to the fly.

Under a Socialistic commonwealth, man would be allowed neither to realize himself nor to be master of his property. He might perhaps have to realize very soon that he was but a tool in the hands of a new over-master.

Father Vaughan concluded with the remark that Socialists were fond of referring to the equality of opportunity that Socialism would provide. There was even now, said the preacher, more than equality of opportunity for all in the same nursery, in the same school-room, in the same workshop, in the same business or profession or what not, yet one third went under, one-third survived, and one-third only got into the swim. Life's failures and successes were due not so much to what a man had as to what a man was. He asked: Which of the two ideals presented to you will satisfy the deepest needs of Democracy? Shall it be in the school of Christ or of Socialism that you will build up character inspired by lofty and holy principles of life and action? Shall it be in the Secularist ideal resting on the rim of this world or the spiritual ideal rising up from a world beyond? An ideal every man must have, "Rally to your true flag," exclaimed the preacher, "and remember that the middle term between Individualism and Collectiveness is divine Altruism. Let the rivalry between capital and labor be as once it was, a rivalry of service. It was not Christianity that had failed, but the plentiful lack of Christianity that had created the present strained relations between all sections of the community. The greatest Social Reformer the world had ever seen was Christ Himself, and let them note well that Christ began not with the State, but with the individual. His language bore down upon the concrete, and was addressed to the individual: 'If thou wilt come unto Me,' 'If thou wilt be perfect.' 'If thou wilt enter into life.' As it was through the individual that He, in a day gone by, restored the fallen race, so it is with the individual we too must begin today, if we would be associated with him in the fruitful, though toil-some work of Social and Industrial Reformation.