BRITISH POSTOFFICE'S GREAT WORK IN HANDLING 600,000 PENSIONERS

All the Additional Work of Old Age Pensions Is Achieved Without Disturbance or Delay — Pays Out $750,000 Weekly.

Mr. Sydney Buxton, the British postmaster-general, visited Stoke-upon-Trent recently to open the new general postoffice for the district. In the crowd awaiting Mr. Buxton were several militant suffragists, including Mrs. Margaret Murch, of London, and Mrs. Redfern Wilde. It was stated that the postmaster-general had been informed that the women were determined to see him "by hook or by crook." They collected near the doorway of the postoffice, but were moved by the pressure of the public and the police, though they made their presence known by lusty shouts.

Mr. Buxton was afterwards entertained at a luncheon at the North Stafford Hotel. Near the close Miss Gladys Keevil, who effected an entrance to the recent dinner at Birmingham, which was attended by Mr. Churchill, appeared at the door of the dining-hall and shouted: "Mr. Sydney Buxton, when will the Liberal Government give votes to women?" Mr. Buxton joined as heartily as the rest of the company in the laughter which the incident created.

Responding to the toast to his health, Mr. Buxton humorously observed that apparently "suffragetism" was becoming a profession. The other day, he said, a savings bank account was signed by a Miss —, who gave her occupation as "votes for women." (Laughter.) He went on to discuss the relation of the postoffice to the public, and claimed that as a public department it deserved well of the country. Instancing the increasing confidence shown in the postoffice, he pointed out that from time to time additional duties and responsibilities were thrown upon it. The latest and most interesting addition of work was the share which it had been expected to take in assisting to carry out the old age pensions act. (Applause.) Assistance was given to claimants in filling up their forms, and when the pension was paid the pensioner had to be identified and the genuineness of the pension order verified, and often assistance had to be given to illiterate pensioners. Each week the pensions paid numbered considerably more than 600,000, incolving a weekly payment of £150,000, the average value of the pension being 4s 9½d. (Applause.) Thus over thirty million additional yearly transactions had been placed on the postoffice. All this additional work had been done without any disturbance or delay whatever in the ordinary business of the postoffice; they took it in their stride. One of the chief difficulties in connection with the matter was the provision of sufficient silver, especially of half-crowns, to meet the weekly demand. It was feared that at first there might be some deficiency of silver in Ireland and in some of the outlying places, but in the end it was found possible to provide sufficient to meet the emergency. (Applause.) For a short time there was some anxiety in reference to Skye, but finally the accountant-general's office was relieved by receiving a telegram that "Skye was satisfied." (Laughter.)

It was satisfactory to know that the whole of this great work was carried out without any difficulty or friction. Only one complaint of a serious nature had been received, and that was due to a misunderstanding, which was soon cleared up. (Hear, hear.) It appeared certain that as far as the postoffice was concerned there had been very few or no attempts at fraud in connection with pensions. About 36 per cent of the orders had been receipted by means of marks, about 22 per cent being paid to agents. The bulk of the pensions were paid on Friday, the rest being spread over the week. The result had been that on Friday there had been in certain cases some overcrowding of offices. The efficient and sympathetic way in which the work had been carried out was very creditable to all the various branches and sections concerned, postal and clerical. The postmasters, sub-postmasters, counter officers and other members of the staff must feel gratified that they also had done their share in bringing some brightness and happiness into the lives of over 600,000 aged people. (Applause.)

CATCHING A LIVE HIPPOPOTAMUS

Harpooned While Asleep — Young Hippos Caught by Stratagem.

There is a vast difference between the hunter who kills for pleasure and the hunter whose business it is to capture his quarry alive. Carl Hagenbeck, the famous animal dealer, has reduced his method of capturing wild beasts to a science. The method of securing live hippopotami is particularly interesting.

The so-called Hawati, or water hunters, of the Sudan, all of whom are excellent and daring swimmers, harpoon their victims at the noon hour, when they are sunk in deep slumber. Then, according to the Wide World Magazine, they pull them to the bank by means of a cord attached to the harpoon and make them fast.

The hunters use for this a special kind of harpoon, made in such a way that it does not make a deep wound. Fully three-quarters of the hippopotami exhibited in Europe have been captured in this way.

Hippopotamus hunts are also conducted on land. There advantage is taken of the fact that the female hippopotamus makes her young walk in front of her. The reason for this is that the beast, being well protected in the rear by her abnormally thick skin, prefers to have her offspring in front, where she can guard them better against danger.

In spite of her affection for her children, the hippo has no particular desire to meet danger when it comes. So the hunters dig large pits in the forest, cover them over until they are fully concealed, and then lie in wait near by.

Presently a female hippopotamus comes along with her child trotting before her. Suddenly, without warning, the young hippo disappears before its mother's eyes. This is too much for the old animal. She dashes away, leaving the little fellow at the mercy of its enemies.

Old Folks' Coughs

BECAUSE RESISTING POWER IS WEAK PNEUMONIA OFTEN FOLLOWS.

Tells of a Sure Cure and a Never-Failing Comfort for Colds, Coughs, Catarrh.

One of the worst terrors of old age is that distressing chronic cough. Colds settle on the chest, are wrongly treated with drug-laden and chest-weakening cough syrups, and from year to year the condition has grown worse. Formerly the cough went away when fine weather came, but now bad weather makes it worse and fits of racking, tearing, coughing make life a burden.

Because you are old is no reason for suffering with everlasting coughing—those terrible chest troubles and difficult breathing can be thoroughly cured with Catarrhozone. You simply breathe the healing vapor of Catarrhozone and instantly its rich balsamic fumes are carried by your breath into the tiniest recesses of the nose, throat, chest, bronchial tubes and lungs.

Just think of it—a direct breathable medicine, full of soothing antiseptic pine essences that reaches every sore congested membrane in two seconds. No drugs to take—nothing to harm the aged or the infant, because Catarrhozone is the purest, safest cough, catarrh and cold remedy ever devised.

Mrs. M. E. Walford, wife of a well-known grocer in East Sheffield, writes: "For three years I suffered with a hard racking cough and bronchial irritation which annoyed me so much at night I couldn't sleep. I tried many remedies, catarrh tablets, sprays, syrups, etc., but they only helped for a short time. Catarrhozone brought me wonderful comfort from the first. I inhaled its balsamic fumes every hour or two and am now free from any trace of cold, bronchitis and catarrh. I can go out in all kinds of weather and don't take cold."

There is no remedy so certain and safe as Catarrhozone, but being a good remedy it is imitated. Beware of the substitute. Large Catarrhozone lasts two months, price $1; smaller sizes 25c and 50c. All reliable dealers or the Catarrhozone Company, Kingston, Ont.

TO EUROPE ON $300 FOR TWO

A Ten Weeks' Wheeling Trip Administered to a Sick Husband.

"Two years ago my husband and I took a ten weeks' wheeling trip through England at a cost of a little less than $300," declared a young woman who a few years ago gave up her place as teacher in a public school in a western city to marry a New York man clerking in a bank on a salary not far above $1,200 a year. "My husband had been sick and the doctors ordered rest and out of door life. They also told me that above all I must keep him amused.

"Such directions are not easy to follow when one's bank account is as limited as ours. I made up my mind that since we had to go somewhere it would be across the Atlantic. Before telling my husband of my plans I made inquiries at all sorts of places.

"I found out that about the cheapest desirable crossing would be by sailing direct for Glasgow. A good second-cabin passage by that route cost us $60 apiece for the round trip. From the Christian Association and other sources I obtained addresses of good boarding places at reasonable prices.

"When all this was accomplished I placed the matter before my husband with the statement that I was anxious to get off as soon as possible. We were both bicycle enthusiasts, so I was sure he wouldn't complain at that feature.

"As I had determined not to spend a dime more than was necessary, we bought nothing extra for the trip. We went in our old clothes, just as though we were starting out for a run to Albany or any other trip which would consume several days. Besides the change of clothes packed in my husband's cloth covered waterproof knapsack we had one small steamer trunk. This I knew could be shipped from place to place in such a manner as to meet us when necessary.

"To begin with our trip over consumed eleven days. We found our cabin perfectly comfortable, the food excellent and plenty of room on deck. As we were travelling second-cabin on an inexpensive line large tips were not expected of us, so I gave only $1 in that way.

"Landing in Glasgow, we had to apply for lodgings at three of the addresses with which I had supplied myself before getting suitable accommodations. The people were all pleasant and did all they could toward directing us, so we looked upon this experience as to our advantage, as it gave us an opportunity to see the city at once.

"Of the many trips which are laid down to be taken from Glasgow my husband selected that crisscrossing the island to London. This led us to Stirling, to Edinburgh, then to Carlisle, then to Kenwick and through the lake country, to York, Chester, Liverpool and through Warwickshire to London. We were on the road something like four weeks, and our expenses when wheeling were seldom more than a dollar apiece a day.

"Twice I fancied that a rest would be best for him, so I decided that a train ride would be good for my health. This brought the cost up somewhat. In London cheap lodgings were plentiful and good edible food at a low price to be had at every corner.

"Yes, the dollar a day expense allows for admittance to the various ruins and buildings of interest together with a modest tip for the person who showed us through. At Kenilworth we had the good fortune to meet a party of Americans who had come in their automobile with ample provisions for the day. They were westerners, and they knew my home town and cordially urged us to share their lunch with them. It was a jolly meal and a pleasant break in our sightseeing. Two days later we met them again in Stratford, and they insisted on our shipping our wheels by train and taking a day's run with them back to Warwick, which for some particular reason they were especially anxious to see.

"In London we paid for lodgings near Russell Square $2 25 a week. Here, as there were more places of interest to see, the fees added somewhat to our expense account, though never enough to make me fear the outcome.

"It was because of friends in London and my husband's determination that I should see them that I took a dressy frock. It was a dark foulard silk trimmed with white lace, with hat, shoes, gloves and underwear to go with it. This suit, together with my wheel suit and two fresh muslin shirtwaists, made me presentable at a week end visit to the home of one of these friends. Had it not been for these friends I am sure we could have taken our trip and returned home very comfortably without the foulard dress and my husband's dinner suit.

"Besides this dinner suit he carried his ordinary business suit, a bicycle suit, which consisted of a pair of half worn short trousers, a flannel shirt and a sweater which I had knitted. There were two extra flannel shirts and three union suits of knitted cotton. My wheeling outfit comprised a short skirt, far from new, a pair of heavy high boots, a short blue sateen petticoat, three union suits of cotton gauze, two China silk shirtwaists and two pairs of corsets.

"We both bought new winter suits in London and a few pairs of gloves, but as they did not amount to $100 apiece we had no duty to pay and no trouble with the customs officials on our return. My husband came back a well man and boy no means broke so far as our bank account was concerned."

PLAYGROUNDS IN GERMANY.

A traveller in Germany writes that at a children's picnic, where twelve hundred boys and girls were assembled, only two wore glasses. This he attributed to the open-air play life. Germany used to have the reputation of a country where bad eyesight prevailed, but better conditions are coming.

In Germany the daily playtime of children is compulsory, just the same as attendance at school. The children are divided into classes of twenty or thirty, and over each are placed two or three instructors; these instructors are experts, and devote their spare time from their regular pursuits to the instruction of the children, receiving, perhaps, 50 cents an hour. Under their experienced supervision there is no overdoing of any particular feature of the various items. Frequently the exercises in the play centres are varied by walking tours in the country, sometimes extending over several days. The children are led by one of their older members, called a pioneer, and he carries a map of the roads and plans the entire tour. They carry their own rations with them, and prepare them by the wayside whenever possible.—Toronto Star.

THE KING'S BELL WAS RECOVERED

A Corean Gift 700 Years Under the Sea Now Rings Again.

A great Korean bell which for 700 years had been lying twenty fathoms below the waves off the shore of Chikuzen Province, Japan, has just been raised through the efforts of a Japanese antiquarian and now, crusted as it is with the sea waste of centuries, it stands on exhibition at Kanegasaki.

According to tradition, which is only partially borne out by ancient documents, the king of Korea decided seven centuries ago that he would send a fitting token of his respect to Kiyomori, the powerful leader of the Heike clan, on the west coast of the southern island of Kiushiu. He ordered the royal bell founders, many and expert in those days, cast a bell.

The dimensions were to be these: In height, one jo, six shaku; in diameter, eight shaku, nine sun; and a circumference of two jo, eight shaku, seven sun. Tradition says it was a great bell, and in the absence of translated portions tradition must rule in the abstract in this particular.

The bell was successfully cast and was loaded on a mammoth junk at the Korean town of Masampeo. The junk and a fleet of convoys sailed for the coast of Shikuzen in Japan, when all of the royal agurs had agreed upon an auspicious day. The augurs were not up in their business, for about half a mile off the Japanese haven a heavy sea tipped the junk, and the gift of the Korean king plunged into the sea.

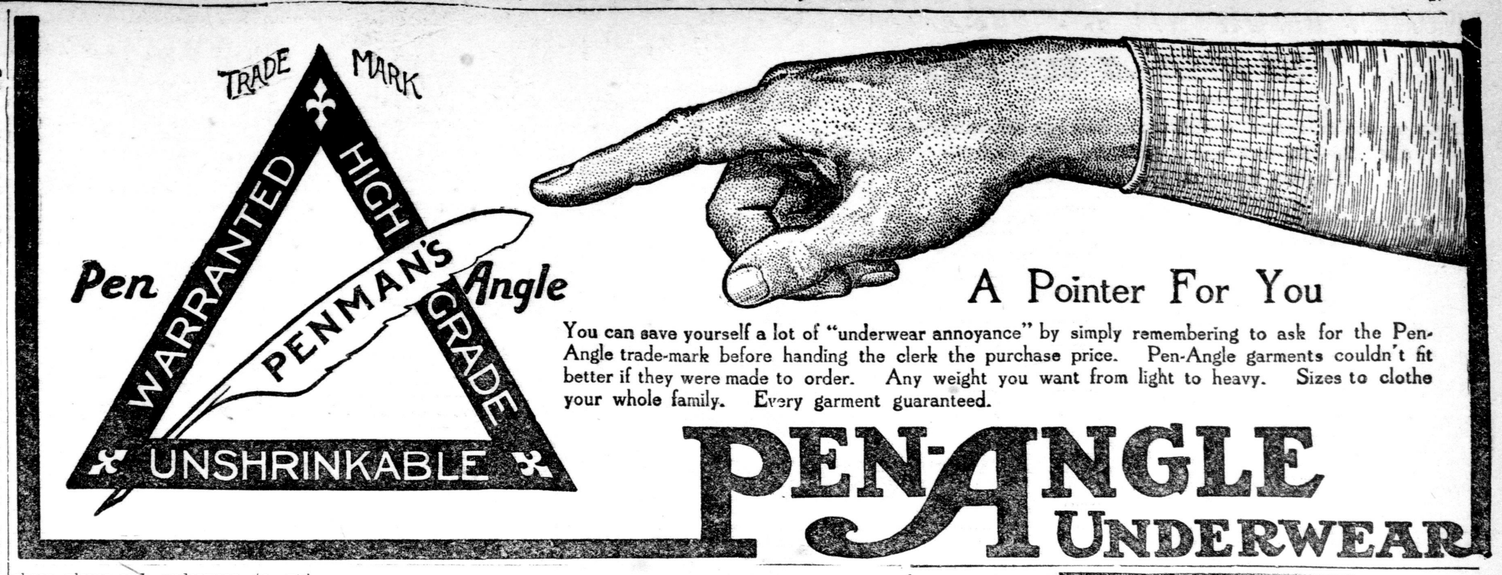
No attempt was made either by the emissaries of the king or the retainers of the Prince of Heike to fish for the bell. Within a hundred years the descendants of the prince were crossing over the sunken bell in war forays against the kings of Korea and the junks of the Koreans ravaging the coasts of Kiushiu.

But among the folks of the Japanese island there sprang legends and rainy night tales about the sunken bell of the Korean king. When the sea raged the fishermen declared they could hear the booming of the great bronze cup on the sea's bed, and in time of earthquakes the sea folk along the shores listened to hear the mad tolling of the bell, which they were sure would sound the signal for a tidal wave.

Last year it was that Yamamoto Kikutaro, a man of wealth of the province, and devoted to the collection of ancient art objects, began to search for the ancient bell. Through the fishermen he succeeded in locating it after long effort, and last month divers raised it to the surface.

The bell has been cleaned of its corroding mass of barnacles and found to be still whole. It will soon be taken to Kyoto, there to be hung in the Hongwanji Temple.

MINARD'S LINIMENT RELIEVES NEURALGIA.



A Pointer For You

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PEN-ANGLE UNDERWEAR

BRITANNIA RULES THE WAVES ADMIRALTY'S REASSURING SPEECHES

Dr. Macnamara and Mr. George Lambert Show That Germany Is Not In the Same Class as Great Britain—No Ground for Alarm—The Two Navies Compared.

Dr. T. J. Macnamara, M.P., secretary to the British Admiralty, addressed a meeting of his constituents under the auspices of the North Camberwell Liberal and Radical Association, in the Old Kent Road Baths. Mr. G. Hern, chairman of the association, presided.

Dr. Macnamara said he observed that Mr. Balfour, speaking on Tuesday at the Agricultural Hall, said that on the Government's own showing it was absolutely clear that the Government had neglected the interests of the empire in its most important and most vulnerable point. That was a formidable indictment, and to it he gave a most emphatic denial. (Cheers). The Government had been extremely frank as to the possible dangers which might confront this country. That the Government had conceived to be their duty. They had submitted a programme which they thought amply met the needs of the case. (Cheers.) What was the result? Their very frankness had been utilized, in the first place, as a ground for advancing a charge of grave negligence against the Government, and in the second place as a lever for committing the nation to immediate expenditures on naval armaments in his judgment quite uncalled for and altogether undesirable. (Cheers.) Mr. Balfour said we ought not to allow our destinies to depend on the nice balance of a Dreadnought more on one side or a Dreadnought more on the other. Well, he denied that it was so. (Cheers.) Let them look at the facts. And if he referred particularly to Germany it was not because he or anybody else in this country was inspired by anything but the best of good wishes toward that great country. ("Hear, hear," and cheers.) "We end 1909," continued Dr. Macnamara, "with seven tried and tested Dreadnoughts. Germany will end 1909 with two untried Dreadnoughts. That, I think, will not be challenged. We end 1910 with ten Dreadnoughts to Germany's five. It is said she may have nine. I don't think the four ships of her 1908-9 programme can be ready by that time. It is possible they may be. But even then there is no question of a nice balance of one on either side. We end 1911 with sixteen Dreadnoughts to Germany's nine. It is said she may have thirteen. That is the situation, in my opinion, at its worst. (Cheers.) But here again, where is the nice balance of one on either side? (Hear, hear.) If we lay down the four contingent ships of the years' programme on April 1, 1910, we reach March 31, 1912, with twenty Dreadnoughts. Germany will, I believe, then have thirteen. It is possible she may have seventeen at that date if she sufficiently accelerates the four ships of her 1910-11 programme. I have myself considerable doubt as to whether she will have them before the autumn of 1912, if then. In any case, where is your nice balance of a Dreadnought more on one side or a Dreadnought more an the other?

Pre-Dreadnought Ships.

And, if it existed, what has become of your magnificent fleet of pre-Dreadnought battleships and armored cruisers—(cheers)—75 in number to Germany's 28: 75 ships with over a million tons displacement, and 1,126 guns of from 6 to 12 inches, as against 28 ships with a total displacement of 329,000 tons and 496 guns of from 5.9 to 11 inches?" And even then, continued Dr. Macnamara, what about the personnel of the British navy? (Loud cheers.) It was twice as strong numerically as any active service personnel in the world. And as to its quality, that was a matter of natural pride and pleasure. (Renewed cheers.) They could have as many Dreadnoughts as they liked. What with capital cost and annual charges for maintenance and depreciation, they would cost something like two millions a time. "My humble advice to my fellow-countrymen is to make ample security for national safety and then apply their spare cash to more productive ends," continued the speaker, 'than the building of unnecessary warships—(cheers)—and I certainly should begin to despair of John Bull if, before the present month closes, he is not back again in the old beaten track of commonplace political controversy." (Hear, hear.)

Mr. Lambert's Assurance.

Mr. George Lambert, civil lord of the admiralty, addressing his constituents at Crediton the same evening, said that, having had three strenuous years at the admiralty, and having collected all the information available, he could say there was no need for apprehension as to our naval strength. He said that as one belonging to one school—the supreme navy school. The navy must be superior on the seas, and if the Government had committed any fault it was that it had fairly and fearlessly taken the country into its confidence. They had placed their position in its relatively most favorable aspect, and they had credited their friends the Germans with feats of shipbuilding they could never have achieved. They had not erred on the side of national safety. They could not afford to take risks, and they did not mean to take any. There had been so much surmise going on as to German shipbuilding that he would give them a few figures. The largest completed battleship built in Germany was 13,000 tons, and it took three years and four months to build. "But," said the critics, "they have increased their power of shipbuilding." They had five Dreadnoughts, and they would take from two years and ten months to three years and two months finally to complete from the date of the order. They are concentrating all their resources of shipbuilding upon those five ships. The German Government said they would have thirteen Dreadnoughts by 1912, but the minimum of the present Government was sixteen by 1911. "We may have," continued Mr. Lambert, "and that is the Government's wise provision, if circumstances demand them, eighteen by 1912. We are told that the Government has been neglectful, but I say we have provided for every possible—and even more than possible—contingency. I regret it, but the naval estimates have increased by £3,000,000, and we shall have spent £35,000,000 by 1910 on the navy. The navy won't be very small at that rate, and I hope that the patriots who are now shrilly screaming will be equally active when the budget comes round. It is the common fashion to think only of Dreadnoughts. Nothing else counts. There are some people who take powerful battleships like the Lord Nelson, only commissioned two months ago, and put it out of date.

Dreadnought Not the Most Powerful Ship.

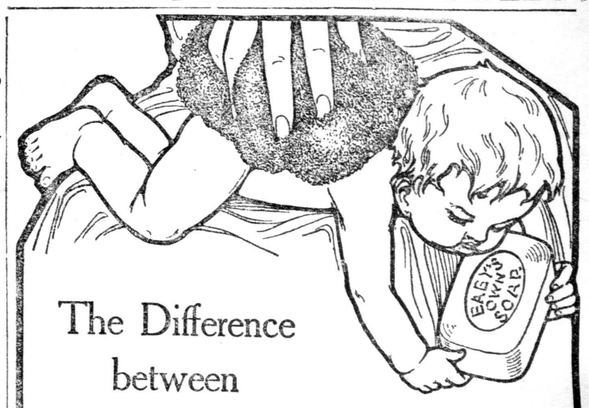
"I ask you not to believe all you see about the invincible superiority of the Dreadnought. It is an improvement on the previous type, just the Lord Nelson is an improvement on the King Edwards. The naval architect is the despair of the politician. The Dreadnought is not the most powerful ship. The best now is the Bellerophon, the latest in the navy. The Government has neglected or overlooked nothing in the navy programme. Our shipbuilding must be calm and deliberate, and not jerky and spasmodic. If we are hasty we shall run the risk of being behindhand in the latest fighting types. Our men—and splendid fellows they are—deserve the best than can be got." Continuing, Mr. Lambert gave the figures of comparison between the British and German Dredoughts, and asked if they were going to leave all the other ships out. They would have 40 pre-Dreadnought battleships, against 20 of the Germans, with 152 12-inch guns against 40 11-inch, which meant three to two in numbers and three to one in the 12-inch armament, which was the only gun that was being mentioned. Was he to be told that all that splendid fleet would be utterly useless in time of war? Not so. But, if so, somebody who built those ships had blundered, and it was not the Liberals. He had recently inspected the King Edward battleship, and was told by the captain that she would be able to meet any war vessel, Dreadnought or otherwise. The truth was that in the British navy they had a great superiority in numbers and types of ships, and an enormous asset in "the man behind the gun."

IN THE STRAND.

The Strand is the most wonderful street in the world, and the most cosmopolitan. It has its own population of business people, but in addition it has the swarm of visitors to London from the provinces and abroad, all of whom seem to think it a duty to walk along it. No doubt it is because Charing Cross is at its western end that foreigners are so frequent in it, but the provincials come chiefly from the northern stations, and yet never think that they have done London until they have walked along the historic road that connects the ancient cities of London and Westminster. And there is always something fresh to be seen. Yesterday, for example, there was a crowd watching the gilded angel being hoisted into position on the top of the tall Colonial building, which is rising solitary in the middle of County Council Wilderness, and close by was another crowd watching what looked like a mediaeval martyrdom, but which turned out to be an experiment in fire extinguishing. A remarkable thing about the people in the Strand is that although they wander into Trafalgar Square and then disperse down Whitehall or up the Haymarket, they never seem to go east into Fleet street. Like the swell in the old song, they never go east of Temple Bar, though, as Temple Bar no longer exists, it must be so stavistic memory which restrains them.—London Globe.

LOVEMAKING IN MEXICO.

In Spanish-speaking countries young women are allowed but little of the liberty that they enjoy in lands where English is the native tongue. They rarely meet young men at social entertainments, and are never permitted to converse with them except in the presence of older people. They do, of course, contrive to carry on flirtations, but chiefly with the eyes. In every town in a Spanish-speaking country there is a plaza, where a band plays on one or two evenings of the week. The young men and women congregate there, the former walking round and round in one direction, and the latter in the opposite direction. Thus they are constantly meeting and making eyes at each other, but they do not pair off or sit down on the benches together. When a young man wants to pay his attentions to a girl he must get notes smuggled to her or "play the bear"—that is, stand under the window of her room and try to attract her attention, either by serenading her with some musical instrument, or, if he has no gift that way, by simply waiting patiently until she chances to look out and cast him an encouraging glance. In spite, however, of all difficulties and obstacles, Cupid contrives to find a way, and young people fall in love and marry, just as in lands where etiquette is less strict and opportunities for tete-a-tete conversations more frequent.—World Magazine.



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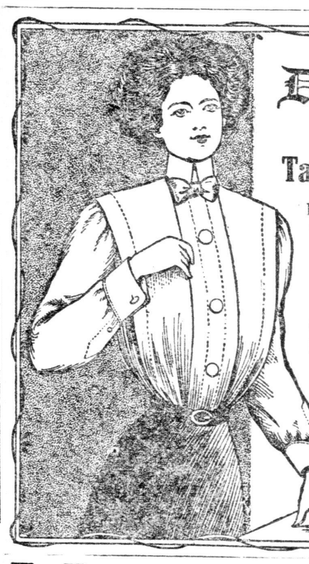

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