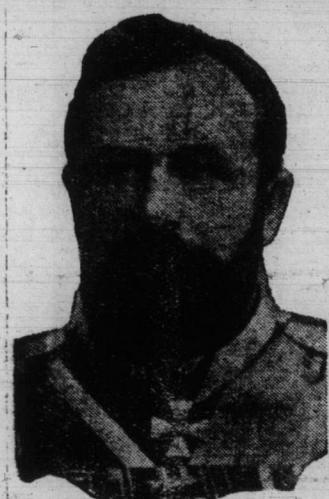


General Kuropatkin of Russo-Japanese War Fame Back in Harness

THE news from Petrograd that General Kuropatkin has re-entered active service as commander of a Russian army corps, revives many memories for those who followed the progress of the Russo-Japanese War. General Kuropatkin was commander-in-chief of the Russian armies during the first part of the war with Japan, notably in the campaigns of 1904. The failures of the Russian forces, with which General Kuropatkin's name has been most commonly associated are not charged to him by military critics, who realize that the defeats arose entirely from maladministration in the Russian War Office.

Kuropatkin is now a man of 67 years and occupies a high place in military annals, both as a strategist and as a writer on military, historical, and geographical subjects. He was born in 1848, of a noble family



GENERAL KUROPATKIN.

in the government of Pskov, and was educated for the army in the celebrated Imperial Corps of Cadets and in the Imperial Military School. He became an officer in 1866, and in 1874 at the age of 26 was attached to the general staff. He occupied several important positions, among them chief of the Asiatic Bureau, professor in the Military Academy, and in 1879 to 1883 he commanded the rifle brigade in Turkestan. In 1898 he became head of the ministry of war.

He has served in several campaigns—Turkestan in '67 and '68, in Algeria in '74, in Turkestan in '76, in Middle Asia in '80 and '81, in the Russo-Japanese war in 1904, and now he is in harness again.

General Kuropatkin has received a long series of honors, and decorations, and is the author of about a dozen volumes.

He Defends Irishmen.

An attack on the British Government for "forcing Irishmen to fight for her" is made by the Very Rev. Edward Thomas, Roman Catholic Bishop of Limerick, in a letter to The Munster News and other Irish newspapers.

"The treatment of poor Irish emigrant lads at Liverpool is enough to make any Irishman's blood boil," writes Bishop Thomas. "What wrong have they done that they should deserve insults and outrage at the hands of a brutal English mob? They do not want to be forced into the English army and sent to fight England's battle in some distant part of the world. They are supposed to be free men, but they are made to feel they are prisoners who may be compelled to lay down their lives for a cause that is not worth three rows of pines to them."

"This war may be just—or it may be unjust. Any fair-minded man will admit that it is England's war, and not Ireland's. Yet poor fellows who do not see the advantage of dying for such a cause are to be insulted as 'shirkers and cowards.' If there is to be conscription let it be enforced all around, but it seems to be intensely unjust to leave English shirkers by the millions go free and then coerce a small remnant of the Irish race into a war which they do not understand."

Big Fisheries Year.

According to an official of the Ontario Game and Fisheries Department the hatcheries have had more than customary success this year in collecting eggs of salmon trout and whitefish. Now is the spawning time for salmon trout and whitefish, but the close season was abolished on the Great Lakes this fall as an experiment, as there was difficulty in procuring eggs for the Dominion hatcheries. The Bay of Quinte is the only exception, no fishing being allowed there while the whitefish are spawning.

The Dominion Government is using two pound nets to catch fish for the hatcheries, and the quantity of eggs procured is so large that some are being sent to the Collingwood hatchery, as the Belleville hatchery cannot handle them all. Whitefish eggs are being secured in great quantity in Lake Erie, and salmon trout eggs for the Warton trout hatchery, are also being received in immense quantities from the Georgian Bay.

Belgrade.

Belgrade, the capital of Serbia, has a population of about 90,000. For a thousand years it has been the scene of continual contests, and has been held by the Greeks, Bulgarians, Turks, Austrians, and now Germans.

Yuan Shi Kai Has Proven Arch Traitor to Chinese Republic

FROM the bomb or knife of the assassin, Yuan Shi Kai awaits within the inner courts of the Forbidden City the great news that he has become the autocratic ruler of almost a quarter of the human race. His plans have been laid with the craft of a master of perfidy. They are now being worked out by a group of Mandarins who will be rewarded for their labors by the biggest "squeeze" in the history of Oriental graft. Titles, power, and pelf will be theirs beyond the dreams of avarice when the Emperor Yuan sits upon the throne.

His treason to the reform movement in China will never be forgiven. Over and over again he has declared himself opposed to the restoration of the Monarchy. When he assumed the Presidency he issued the following manifesto:

"On the day on which the Republic was proclaimed I announced to the whole nation that never again shall a



YUAN SHI KAI.

Monarchy be permitted in China. At my inauguration I again took this solemn oath in the sight of heaven above and earth beneath. Yet of late ignorant persons in the provinces have fabricated wild rumors to delude men's minds, and have advanced the career of the first Napoleon on which to base their erroneous calculations. It were best not to inquire into their motives. In some cases misconception may be the excuse; in others deliberate malice.

My thoughts are manifest in the sight of high heaven. But at this season of construction and dire crisis how shall these mutual suspicions find a place? Once more I issue this announcement: If you, my fellow-countrymen, do indeed place the safety of China before all other considerations, it behooves you to be large-minded. Beware of lightly heeding the plausible voice of calumny, and of thus furnishing a medium for fostering monarchy. If evilly-disposed persons who are bent on destruction seize the excuse for sowing dissension to the jeopardy of the situation, I, Yuan Shi Kai, shall follow the behest of my fellow-countrymen in placing such men beyond the pale of humanity."

It is the opinion of cultured Chinese that—as a writer in The Contemporary says—there is need as yet for despotism in China. With the spread of education this need will disappear, but for the present despotism is required for the preservation of the country. The Republic must at least keep up that semblance of power which belonged to the "Son of Heaven."

In other words, if you must have a Republic, you must have, so to say, a despotic Republic. That does not suit Yuan's nature at all. He does not propose to be a delegated despot, but the "Son of Heaven" in his own proper person, depending for his powers upon no caucus, council, or parliament. And he will take the best of care, after the Imperial Crown sits securely upon his head, that no possible rival shall develop in China. The "plausible voice of calumny" will be silenced in the ancient and immemorial fashion followed by the "Sons of Heaven" who have preceded the Emperor Yuan.

Firing at Nothing.

A neutral observer recently visited the part of the Belgian front held by the French. He was permitted to talk to the crew of a great gun that had been thumping away persistently all morning.

"What are you firing at?" he asked. "We don't know," said the officers in command. "We get our order by telephone."

"Did you hit anything?" "We don't know," said the officer. "When will you fire again?"

"We don't know," was the reply. "Perhaps in ten minutes, perhaps in two weeks."

"Have you been under fire?" "We don't know," said he. "The German fire often, of course. We don't know that they have been firing at us."

The officer asked for some novels. He said he was bored.

Women on Railroads.

Not less than 25,000 women are working on the railroads of France. The women of France have proven their adaptability to all sorts of employment. The assertion is made that but for the women it would have been impossible to keep the French munitions factories going at the present high speed.

MANITOBA'S FIRST LOCOMOTIVE

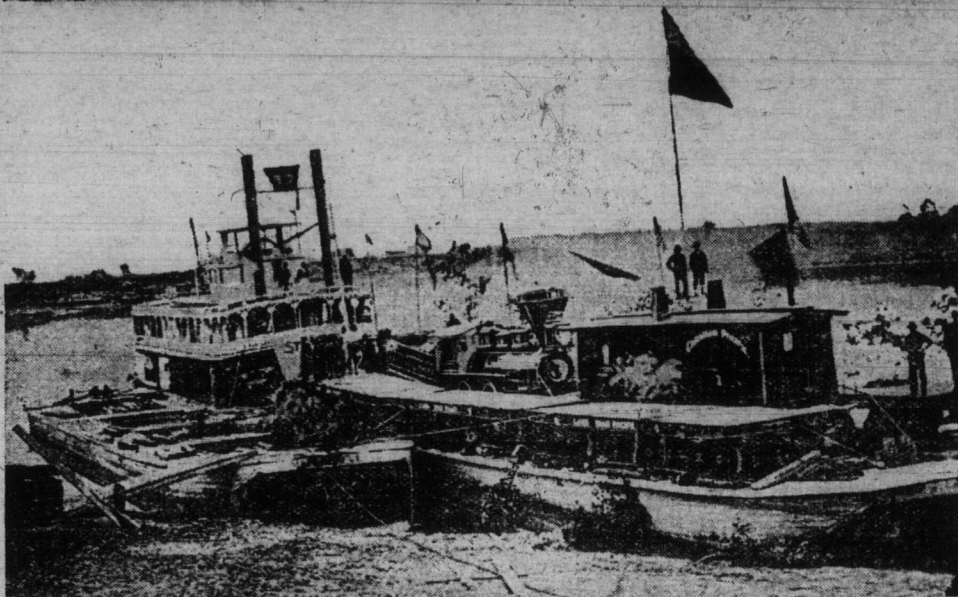
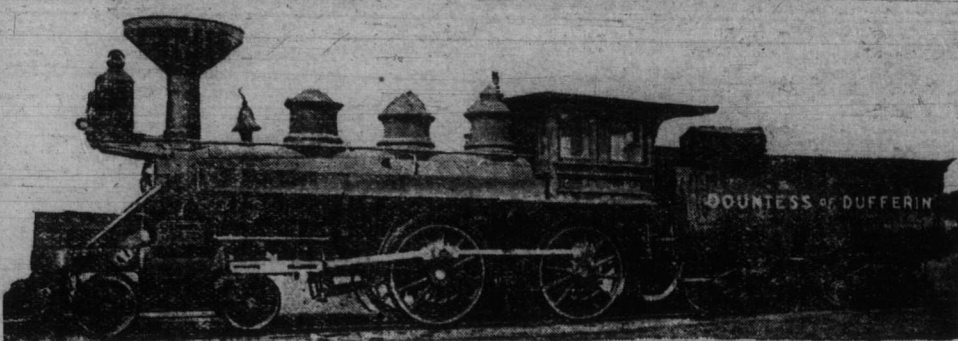
ON the 9th day of October, thirty-eight years ago, the first blast of a locomotive whistle ever heard in Winnipeg foreboded the doom of Red River cart trails, flatboats and steamboats in transportation between Manitoba and Minnesota. Of the iron horse, which on that day blew its challenging blast to Indian pony and settler's steer alike, two pictures of which are here reproduced, the first being of its arrival at Winnipeg before being hitched up, and the other when, after the third of a century of good service, it was unharnessed and put to pasture, and to rest as a souvenir in the pretty little park in front of the Canadian Pacific's Winnipeg station. There it stands, embowered in flowers in summer, and housed under glass in winter, to greet the curious eyes of passengers who have been borne to the city by the modern mighty Moguls which have followed in the path of this time-honored pioneer.

On each of its fore "shoulders" are the maker's plates, bearing in a circle the lettering "Baldwin Locomotive Works, Phila." and within the circle in three horizontal lines, "1872, M. Baird & Co., No. 2660." On each side of the cab, "C. P. R. No. 1," appear in yellow and similarly on the tender "Countess of Dufferin."

The engine was so named by Joseph Whitehead in token of its having been inspected by the Countess of Dufferin in the fall of 1877, when she accompanied her famous lord, then governor-general, on a visit to the northwest. Prior to its purchase for the Northern Pacific Railway, by Mr. Whitehead, it ran between Brainerd and Jim Town, and was known as number 56, according to Joseph Fahey. And it was always known during construction by the name of the Countess, until it was turned over to the operating department, and had the distinction of becoming the number one of the long series which has followed it on the Canadian Pacific Railway.

While the Countess enjoys precedence as the first engine to arrive at Winnipeg, as it was not landed in Winnipeg, but on the St. Boniface side, to work on the construction of the Pembina Branch, the honor of being the first locomotive to steam into Winnipeg fell to the "John Haggart," which came across the Red River on rails laid on the ice in December, 1873, to be employed on the contract of John Ryan & Co. for the construction of the first 100 miles of the C. P. R. west of Red River. This honor was kindly given by Mr. Fahey, and affords another example of the number of Irish names so long connected with that great railway.

The steamer Selkirk arrived at Pembina with three barges, having on a locomotive and tender, a caboose, and six platform cars, also in charge of Mr. Joseph Whitehead, contractor on the C. P. R. The pioneer locomotive was hailed by the settlers with the wildest excitement and the greatest enthusiasm, especially as Mr. Whitehead had steam up on his engine, and notified the inhabitants that the iron horse was coming by the most frantic shrieks and snortings. On passing Fort Pembina, the flotilla was saluted by the guns of the U. S. artillery, and upon arrival at Pembina it was met by Captain McNaught, commanding at Fort Pembina, and his officers, Hon. J. Frankenhof, N. E. Nelson and his associates in the gallantly decorated with flags and evergreens and a barge laden with railway



LANDING OF CANADIAN PACIFIC RAILWAY (No. 1) AND TOWN OF ST. BONIFACE, WISCONSIN, JUNE 1874.

masse. The flotilla was handsomely decorated with flags and bunting, proud of the high distinction of carrying the first locomotive destined to create a new era for travel and traffic in the great northwest.

According to the "Manitoba Free Press" of Oct. 9, 1877: "At an early hour this morning, wild, unearthly shrieks from the river announced the coming of the steamer Selkirk, with the first locomotive ever brought into Manitoba; and about 9 o'clock the boat steamed past the Assiniboine. A large crowd of people collected upon the river banks, and as the steamer swept past the city, wild whistles blew furiously, and bells rang out to welcome the iron horse. By this time the course had assembled at No. 6 warehouse (at foot of Lombard Street) where the boat landed, and in the crowd were to be noticed people of many different nationalities represented in the prairie province."

"The Selkirk was handsomely decorated for the occasion with Union Jacks, Stars and Stripes, banners with the familiar 'C. P. R.' and her own bunting; and with the barge conveying the locomotive and cars ahead of her, also gallantly decorated with flags and evergreens and a barge laden with railway

ties on each side, presented a novel spectacle. The whistles of the locomotive and the boat continued shrieking, the mill whistles joined in the chorus, the bells clanged—a young lady, Miss Racine, pulling manfully at the ropes—and the continuous noise and din proclaimed loudly that the iron horse had arrived at last. Shortly after landing three cheers were given for Mr. Joseph Whitehead, and in a few minutes a crowd swarmed on board and examined the engine most minutely. The caboose and flat cars, which also came in for their share of attention, each bear the name 'Canadian Pacific' in white letters. After remaining a couple of hours, during which she was visited by many hundreds, the Selkirk steamed to a point below Point Douglas ferry, where a track had been laid to the water's edge, on which it was intended to run the engine this afternoon."

"In yesterday's issue an account was given of a trip to and reception at Pembina. Leaving there the boat had to proceed slowly, the broad tow rendering the greatest caution necessary to prevent grounding. The tow, too, was difficult to handle, but Capt. Holmes and his officers brought it through without the slightest mishap."

At Crooked Rapids considerable difficulty was met with and from daylight till three o'clock yesterday afternoon was occupied in passing that dangerous locality. The Selkirk could have reached here in the evening, but as Mr. Whitehead, desiring to run into Winnipeg in daylight, had the boat tied up for the night at LeMay's and steamed down this morning.

"Colonel Rutan, who was engineer on the construction at the time, says that the 'Selkirk' with her barge 'Freighter' (on which was the engine) after putting ashore at number 6 warehouse (at the foot of Lombard Street), dropped down and crossed to the mouth of the Seine River, near the right bank of which the engine and cars were landed, to work on the Pembina Branch construction."

AIR MEN GET SCARED.

They Never Know When a Panic of Fear May Grip Them.

Professional aeroplane pilots have long since ceased to be assumed to confess that they get scared and that a panic of fear while in the air may seize them at any time. Why this is so is the subject of an article in the London Aeroplane.

It appears that a flier with an imagination is never quite happy, especially on a long flight in calm weather when he has nothing to occupy his attention. One pilot, who is one of the finest fliers in England, has a habit which is most disconcerting to his passengers, however consoling it may be to him personally. He will fly without a waver for perhaps half an hour, then suddenly the passenger will imagine that a storm has struck them, for the machine will stand first on one wing tip and then on the other, then it will dive terrifically, and then it will almost loop the loop. After that it will calm down and fly for another half hour, when the performance will be repeated. After they have landed and the passenger has remarked on the extraordinary squalls which struck them when over certain places, the pilot will casually explain that he was merely looking round at those intervals to see whether his tail was still there and, was testing the controls to see whether anything was trying to jam.

"Cold feet" may lead merely to proper caution, or it may lead to complete loss of nerve. A pilot may have cold feet of a certain machine and so fly it with due respect for its peculiarities, or he may have cold feet of flying altogether, in which case he had better give it up, for if he does not he must take to "doping," which is fatal.

"A particularly malignant disease is 'constructor's cold feet,' in which the victim, always on the ground himself, watches every machine in the air in a constant state of terror, expecting it to fall in pieces whenever it is moved by a gust, and when a machine of his own or any other make is on the ground, he is always pawing round it, finding some spot at which it may break."

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The Herald.

Remarkable Memories.

Thomas Fuller could write verbatim another man's sermon after hearing it only once, says the London Chronicle, and could do the same with as many as 500 words in an unknown tongue after hearing them twice, which reminds one also of "Memory" Thompson, who, among other remarkable feats, could repeat from memory the name of every shop in the Strand in proper order.

Agnail and Hangnail.

Hangnail was anciently spelled agnail, but did not really mean the bit of cuticle hanging from a nail, but a corn on the toe or any hard swelling. Palsgrave writes (1530) "agnayle upon one's too," showing that they were not very particular how they spelled any of the words.

A Regular Test.

"I'd go to the ends of the earth for you." "I wouldn't ask you to do that. But we live seven miles from town, and you may call for me in a taxi tomorrow evening if you choose."—Detroit Free Press.

Americans must be getting more contented with life. The increase of suicides has been at a slightly slower rate than the increase in population.

Turkey has purchased Brazil's newest Dreadnought. This will make a new and acceptable prize for the next country that gets into a row with Turkey.

One and Two.
Charming Widow—And what are you doing nowadays? Mr. Bach—Looking out for number one. And you? Charming Widow—Oh, I'm looking out for number two!—Houston Post.

A Puzzle.
Bacon—There's one thing I can't understand. Egbert—What is that? Bacon—When a couple get married they become one. But they say it takes two to make a quarrel.

Simply Impossible.
Pater—Well, young Jones has asked me for your hand. I told him that he must save up \$10,000 first. Daughter—But, papa, do you think I would marry a man who was mean enough to save \$10,000 while courting?—Chicago News.

Grating.
Boreleigh—Some men, you know, are born great, some achieve greatness—Miss Keen—Exactly! And some just grate upon you.—Buffalo Courier.

A woman's debate in New York as to painting ended in the decision that painting the face is all right if the paint is put on properly. After this no masculine sneer should be directed at the feminine lack of logic.

Great Britain and Germany have entered into an agreement to look after Portugal's African possessions. They will relieve Portugal of all responsibility in the matter by simply relieving her of the possessions.

\$1,000.00 REWARD

For information that will lead to the discovery of whereabouts of the person or persons suffering from Nervous Debility, Diseases of the Mouth and Throat, Blood Poison, Skin Diseases, Bladder Troubles, Special Ailments, and Chronic or Complicated Complaints who cannot be cured at The Ontario Medical Institute, 263-265 Yonge St., Toronto. Correspondence invited.

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