

JOYS AND SORROWS OF SMUGGLING

Ingenious Methods and Apparatus Used on the French Frontier.

I don't know whether the Frenchman is a greater smuggler than the Englishman. Neither of them, writes the Paris correspondent of the London Globe, likes paying for anything he can pass through the customs unless he can pass through the customs without being observed, and I quite understand why. Whisky and tobacco seems to taste better if they have not paid duty, and ladies always place a higher value on lace or perfumes that have escaped the vigilant eye of the "douanier."

I really think the Frenchman is born a "fraudeur." To steal from the Government never strikes him as a reprehensible act.

I had almost written meritorious. I remember seeing a young man detained at the Belgian frontier for attempting to smuggle through a quantity of tobacco. He had bestowed the cigars very ingeniously about his person, but had foolishly left in his bag the empty box. That at once gave the customs officers a clue and his reasoning proved correct. The women are just as bad as the men, and as they know more ingeniously in disposing of contraband they are not so easily caught.

The other day in the "rapide" coming from Ostend a young married couple as soon as the "runners" left the train and the frontier was crossed began to unload on the cushions of the compartment, hundreds of cigarettes which had not been declared. Madame had them everywhere, in her hat, in her stockings, in her corset, and probably a lot more fell out when she got home and undressed.

Since the Brussels exhibition opened the "galeous" on the Franco-Belgian frontier have had an unusually active time watching travellers returning to France. The experienced smuggler is a very ingenious person. How very ingenious becomes evident on a visit to the Musée de la Fraude in Paris.

Smuggling Apparatus. Here one finds exposed all manner of ingenious apparatus confiscated by the customs men or the employees of the octroi on duty at the gates of the capital. One of the exhibits is a dummy. The size of a man dressed in a workman's blouse. It is hollow and must have contained more than a hundred pints of alcohol. The dummy was stopped when passing the "barrière" one night, literally full up, between two smugglers, who were apparently assisting a comrade who had drunk unwisely.

Pneumatic tires, cushions and lawners' "serviettes" have all served as receptacles for smuggled merchandise; men's hats have concealed cigars, and women have hidden watches in the folds of their scarfs. In the smugglers' museum you will find overcoats and pelisses with india rubber pockets in the lining, hollow canes and women's skirts, with surprise pockets all around the bottom. Wigs have been used to conceal the customs, and the number of motor cars that have been discovered with invisible tanks for smuggling petrol or cognac is legion. One of the most curious exhibits in the Musée de la Fraude is a funeral wreath whose history is peculiar. One day a young widow bowed down with grief passed the octroi carrying the wreath in her hand. She was dressed in deep crape, and as she went by the employees in the octroi cabin followed her with sympathetic eyes.

Next day she passed again, her eyes downcast, grief written on her face, and a wreath in her hand. Then other widows, all with wreaths in their hands, passed through the gates, and for weeks it seemed the "galeous" as if there had been an unaccountable epidemic among the husbands of the locality.

One evening, however, when the procession of widows and wreaths was unusually long, the octroi inspector told off one of his staff to shadow the women. He came back with the report that every one of the wreaths was hollow and all the sad-eyed widows were smugglers. Next day the first bereaved young woman who came to the barrier carrying the wreath with a reception she is not likely to forget, and that put a stop to the daily procession of young women in mourning.

If there are many who defraud the customs and the octroi there are some who pay taxes to the "douane" on imaginary produce. These are the "chasseurs." Take your stand at the exit from any of these principal stations on a Sunday evening in September and you will probably see a Nimrod clad in hunting array, with his rifle slung over his shoulder and his dog trotting at his heels, shout as he comes up to the octroi window: "Five rabbits, two pheasants, a hare, seven partridges."

And he pays without a murmur. But his declaration is only meant for the gallery. If the employee requests to see his bag his discomfiture is pitiful to witness. He only meet to impress the crowd, and there is really nothing to his "gibier."

LADY MINTO'S RIFLE KILLS INDIAN BEARS

Former Canadian Viceroy's Game.

The Duchess of Aosta's expedition to Central Africa is not her first experience of big game shooting. She was in Africa two years ago on the same quest, and there is a picture in existence representing her standing beside a large dead zebra, a trophy of her gun. It is not surprising when one considers the real dangers and hardships of big game shooting that the number of women who have taken it up seriously should be few.

The Duchess of Aosta, however, has trained herself from childhood in all kinds of open-air sport. When her parents, the Comte and Comtesse de Paris, lived at Stowe she hunted with enthusiasm, but unlike her mother, she did not care much for covert shooting. She shares to the full her husband's knowledge and love of horses, and she was one of the first ladies of rank to take up aerobics.

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THE GRAND TRUNK PACIFIC

Offers for Sale Its Splendidly Located Lots in the Townsite of

Melville "the Wonderful"

Melville's Astonishing Growth

Three years ago Melville had but one building—today it has over 500 buildings, and this number is constantly being added to. The assessed value of Melville real estate in 1909 was \$51,350. The assessed value of Melville real estate in 1910 was \$1,745,000, an increase in the past year of 350 per cent. The same forces which have caused this rapid increase in population and realty values are still operative, but their influence is cumulative, and the proportionate rate of growth in population and advance in values should increase from month to month.

Every day the traffic on the main line of the G. T. P. is increasing, and with every increase comes an addition to the force of railroad employees, making Melville their homes and headquarters. With every additional mile of steel laid on the Hudson Bay, the Regina, Lethbridge and International Boundary branch lines, Melville's trade territory is increased.

A population of 10,000 for Melville will mean an increase manyfold in the value of real estate in all parts of the town, based upon present values. If real estate has advanced in some instances 500 to 1,000 per cent in two years, during which time the population was increasing from 625 to 2,000, it is reasonable to expect a much larger proportion of increase in values while the town is advancing from 2,000 to 10,000.

Advance in Values at Melville

Melville Lots which originally sold at \$75 to \$100 a lot, are now being sold as high as \$500 a lot. The site of the Municipal Rink was purchased originally for \$225, and a year ago was sold to the city for \$1,250. Two other lots sold originally at \$100 and \$150 respectively. J. Rowan bought the two lots later for \$1,200, and sold one for \$1,200 and the other for \$1,500. Two other lots, which were originally bought for \$50, were recently tendered to the city as the site for a town hall at \$2,000 each.

A special correspondent of the Winnipeg Free Press writes of Melville real estate values as follows: "In the central business sections lots average from \$500 to \$2,500, whilst upon the Main Street properties, between Second and Third Avenues, the sales have averaged \$100 per foot. Prices of lots in the residential quarter average from \$75 to \$200 a lot. Recently a corner site, comprising six lots on Main Street, was offered to the town council for the new town hall, at the actual market value of \$10,000. Last year a large number of business premises and residences were erected, according to official statistics, approximately \$300,000. Judging from the rate of building activity which now obtains, these figures will certainly not be lessened this year."

Buy Direct From Grand Trunk Pacific

The rapid increase in population of Western Canada towns has made fortunes for thousands of investors who had the foresight to discern the possibilities for profitable investments, and the courage to back their judgment. You cannot make a mistake in buying lots in a divisional point city. The railroad makes the city, and in the case of Melville, no new city along the line between Winnipeg and Edmonton, is likely to grow more rapidly.

The Grand Trunk Pacific does not plat into townships land located in swamps or so far away from the city proper as to make the lots of questionable value. The purpose of the Grand Trunk Pacific in selling these lots is to encourage the upbuilding of Melville, from which the Grand Trunk Pacific will receive more benefit than from the amount of money secured from the sale of the lots. It is for this reason that the Grand Trunk Pacific is offering lots in this townsite at such a low price, and on such easy terms. No interest is charged on deferred payments, and when the final payment is made the purchaser can rest easy in the knowledge that he will receive perfect title to his lots and that they will be located exactly as represented.

Melville Has No Near Competitors

Melville's future as a commercial centre is as assured as are its transportation advantages. It has no dangerous competitors within striking distance. In a commercial sense it is strategically located—a point the Grand Trunk Pacific doubtless had in mind when selecting it as one of the chief divisional points on their system. It is 278 miles from Winnipeg, nearly 100 from Regina, 200 from Saskatoon, and over 150 from Brandon. These are the cities with which it must compete, and the distance from each is such as to permit Melville to expand and grow in friendly rivalry, and with even greater speed. To the north lies a vast territory, as yet commercially undeveloped, but which will be opened up by the building of the Hudson Bay Railway. Melville is ready to take immediate advantage of this development, and is of all other cities of Western Canada the one best qualified by geographical position to do so. The fact that it is sitting right at the gates of this coming business is one that is already recognized by wholesale and distributing firms. Manufacturers and distributors will here erect branch houses as they have done at Regina and Saskatoon, and this will involve not only large building expenditures and monthly payrolls, but also increased population and local business of a permanent and highly desirable character.

An Important Grand Trunk Pacific Divisional Point The Largest New Town on the G. T. P. Between Winnipeg and Edmonton

Melville's Excellent Strategic Position

But few towns in Western Canada can approach Melville in the matter of transportation facilities. It is both a divisional and junction point on the greatest transcontinental railway on the American Continent—the Grand Trunk Pacific. The ardently-desired Hudson Bay Railway, the dream of the prairie pioneer, is now in process of construction, and is already completed from Melville to Canora, and trains are running between these points. This road will bring past the doors of Melville the bulk of the grain crop of Western Canada, and make it one of the great traffic centres of the country. Another branch line is now being constructed from Melville to Lethbridge by way of Regina, from which point another branch line is being constructed to the International Boundary. When completed this line will give Melville transportation facilities to all points in the United States. This road is already completed from Melville to Balcarres, and trains are now operating between these points. The main line of the G. T. P. from Melville will afford five water outlets, namely, Prince Rupert, B. C., on the Pacific Ocean; Halifax, N. S., on the Atlantic Ocean; St. John, N. B., on Newfoundland Bay; Fort Churchill, on Hudson Bay, and Fort William and Port Arthur, on Lake Superior.

Melville has many unquestionable points of superiority over other Canadian towns in the matter of transportation facilities. It resembles Chicago in "sitting at the gates of trade." The junction point of railways so important as the Grand Trunk Pacific and Hudson Bay Railway must, in the natural course of events, become an important city.

Melville as a Manufacturing Centre

It is inevitable that Melville must become a jobbing centre of much importance. Already several big concerns have made it a distributing point for their goods, others are seeking locations there for branch houses. Two big implement concerns, two brewing companies and one oil company now use Melville as a distributing point, and another oil company has established a branch at Melville, and is negotiating for a tract of land near the railroad.

The lead taken by these institutions is about to be followed by others of similar importance, and in a short time the railway yards will be hedged in by warehouses and other establishments.

As a distributing point, Melville has strategic advantages which wholesalers will not overlook. It will command a large part of the jobbing trade for a considerable distance up and down the main line of the Grand Trunk Pacific and the two important branch lines which centre there. Its shipping facilities make it an especially advantageous location for manufacturers. The completion of the Grand Trunk Pacific branch line westward to Lethbridge will give Melville direct connection with the coal fields of Southern Alberta, and provide one of the main requisites for a manufacturing centre—cheap fuel.

Backed by a rich agricultural district, an important railroad centre, a distributing centre and a manufacturing centre, Melville cannot help continuing to grow rapidly, and continued growth means continued increase in real estate values, and big profits for those who invest in real estate there at present prices. Today is the time to buy lots in Melville.

Why Melville Lots Will Increase in Value

A few years ago what are now the important cities of Western Canada were no larger than Melville is today, and probably had no advantages that Melville does not have. It is usually safe to judge the future by the past. Fortunes were made by the early investors in lots in Calgary, Edmonton, Regina, Moose Jaw, Saskatoon, Lethbridge and Prince Albert. Almost innumerable instances might be cited where lots located in these cities were sold by the Grand Trunk Pacific at from \$100 to \$500 a lot. These same lots, in some instances, are now worth upwards of \$25,000, but the opportunity to repeat this is gone forever.

The Grand Trunk Pacific offers, in its splendidly-located lots in the townsite of Melville, an opportunity to the investor to share in the large profits that will accrue to him as the result of the rapid growth of the town. When Melville lots have doubled, tripled and quadrupled in value, it will be poor compensation for you to look back and remember that you had an opportunity to share in these profits, but did not take advantage of it.

Now is the time to buy—the prices for choice lots are extremely low, and the possibilities for profit practically unlimited.

We Will Select Your Lots

The building of the railway from Melville to Hudson Bay will extend over a period of at least three or four years. During this time we believe Melville will be the best-known Grand Trunk Pacific divisional point between Winnipeg and Edmonton. This will necessarily create a great deal of activity in Melville real estate, and this will redound to the benefit of the owner of Melville lots. In order to secure well-located lots, it is not necessary that you specify the lot and block number. All the lots in this Grand Trunk Pacific townsite are practically level (level land). The Grand Trunk Pacific does not offer for sale lots located in swamps or so far from the town proper as to make the lots of questionable value.

Mr. J. Rowan is our exclusive agent at Melville for the sale of lots in the G. T. P. townsite. Mr. Rowan is one of the pioneer residents of Melville, and a member of the board of trade. He will take pleasure in giving information relative to these lots to anyone interested.

Our representative is well acquainted with the location of these lots, and we will select for you the best ones remaining unsold. Don't wait to write, but telegraph us, at our expense, the number of lots you desire, and we will reserve them for you and arrange to pay. Then forward your remittance direct to the Land Commissioner of the Grand Trunk Pacific.

If selection of lots under our representative is not satisfactory, the Grand Trunk Pacific Railway Company agree, at any time within thirty days from the date of purchase, to give the purchaser the choice of lots remaining unsold, at the same price, or refund all money paid.

All telegraphic reservations and correspondence should be sent to International Securities Company, Somerset Building, Winnipeg, Man., and it is important that Melville be mentioned in such telegrams and letters.

In case you desire further particulars, maps, etc., before ordering lots, use coupon below.

INFORMATION COUPON.
(Melville Dept.)
International Securities Company,
Somerset Building, Winnipeg, Man.
Please forward to me by return mail full particulars regarding the sale of town lots in the townsite of Melville.
Name
Address

Buy to Your Limit Now for Big Profit

Prices of Inside Lots \$100 and \$125
Prices of Corner Lots \$150 and \$175

Where a corner lot and an adjoining inside lot is purchased, a discount of 25% will be allowed.

Lots are large, double size, 50x140 feet. If the purchaser should desire to subdivide, each 50-foot lot can be divided into 25-foot lots, which is the size ordinarily sold.

Lots sold on ten equal monthly payments: \$10 cash and \$10 per month for nine months, buys a \$100 lot; \$12 50 cash and \$12 50 per month for nine months, buys a \$125 lot, and so on.

Discount of 5 per cent allowed for full cash payment: \$95 cash pays in full for a \$100 lot; \$118 75 cash pays in full for a \$125 lot. No interest on deferred payments.

No taxes to pay by the purchaser until year 1912.
Perfect title issued to purchaser direct from Grand Trunk Pacific.

Make remittances payable to order of and send direct to
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Sale of Grand Trunk Pacific Lots: Who Will Be Pleased To Furnish Full Particulars Upon Request.

parents, the Comte and Comtesse de Paris, lived at Stowe she hunted with enthusiasm, but unlike her mother, she did not care much for covert shooting. She shares to the full her husband's knowledge and love of horses, and she was one of the first ladies of rank to take up aerobics.

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Churchill, who has stayed there, can testify.

Lady Minto is, however, probably the most distinguished big game shot among English sportswomen. In the first year of her husband's viceroyalty, Lady Minto and her daughter, Lady Eileen Elliot, each got a black buck while on a visit to the Maharajah of Bikanir. A year later her excellency took her share of the shooting during the viceregal visit to Kashmir, killing seven out of the thirty-six black bears secured by the party. On a subsequent visit to Kikanir Lady Eileen Elliot got her first tiger.

BRAMHA'S STRANGE CREED.
The three gods of Hinduism are Brahma, the creator, who has lived for 311,040,000,000,000 human (lunar) years; Vishnu, who takes care of the universe, and Siva, the destroyer. There are four ages—the golden age, the silver age, the copper age and the iron age.

The golden age, which covers a period of 1,728,000 human years, occurred nearly 3,000,000 years ago. Men of this period averaged 215 feet in height, could live for 100,000 years, and died at will. Life was sustained by the marrow in the bones.

The silver age lasted 1,080,000 years. Men of this period averaged 21 feet in height and lived to an average age of 10,000 years, or as long as their bones could keep their strength, for in them the life was centred.

The copper age lasted 720,000 years. Men of this period averaged 10 1/2 feet in height. Life being centred in the blood they lived as long as there was blood in the body.

The trees were smaller and less fruitful than during the two preceding ages, while most animals, speaking during the silver age, became ferocious during the copper age.

The iron age (that in which we live) lasts for 300,000 years. During it the average height of a man is five feet nine inches and his average age should be 100 years, life being sustained by food alone.

At the end of the iron age the world having become fully rotten, will be reduced to seed, out of which sprouts the golden age.

Every golden age is succeeded by a flood that covers the whole world. There have so far, according to the pretension, been six floods. Each of these floods last for 306,720,000 years, during which time the ark, carrying four spirits, seeds of all plants and pairs of animals, is tossed about by the waves.

As each succeeding flood begins to subside a great fish comes and tows the ark to the highest peak of the Himalayas, which it is said is known to this day as Boat-Binding peak. (If it was in America we would call it "Hitching-post.") Then the fish says in a pleasant voice: "Oh ye illumined ones, bind the boat awhile to this mountain peak. I am Brahm, the creator; I have taken form of a fish to save you all from the flood."

LONG-DRAWN-OUT LAWSUITS.
The great lawsuit, Wyler vs. Lewis (to give its short title), which recently came to an end in the House of Lords, though it had lasted 57 days in its various stages, does not rival other famous cases in length.

The Tichborne civil trial, for instance, occupied 103 days, the Parnell commission 128 days. The criminal trial of the Tichborne claimant was begun on April 23 and was not finished until Feb. 28 of the following year. This was the longest trial known in England, and it is likely to remain so. The law proceedings in the Tichborne case are said to have cost the estate £42,000. It is quite likely that the expense of the case just ended may exceed that sum.

Counsel alone have pocketed close to £40,000.

HABITS OF CRABS.
Some interesting investigations in regard to the movements and habits of

the edible crab are being carried out by the eastern sea fisheries committee. The Fisheries Inspector, Donnison, informed the committee at the half-yearly meeting at King's Lynn that during the last two months 1,911 crabs had been labelled and returned to the east of the Norfolk and Lincolnshire coasts.

It is hoped to be able to trace their movements and to obtain other data which are likely to be of use to the fishermen. During the season just ended 1,281,600 marketable crabs and 46,000 lobsters were caught along the coast.

MINARD'S LINIMENT CURES DYPHTHERIA.

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Standard remedy for Gleet, Gonorrhea and Buntings in 48 HOURS. Cures Kidney and Bladder Troubles.