PROBLEMS OF TRANSPORTATION OCCUPY DELEGATES' ATTENTION

ASSOCIATED BOARDS OF TRADE CONVENTION DELIBERATE OVER MATTERS AFFECTING PASSENGER, FREIGHT, EXPRESS AND TELEGRAPH SERVICES—DECLARE FOR GOVERNMENT ROAD TO HUDSON'S BAY AND ENQUIRY INTO NAVIGABILITY OF SASKATCHEWAN RIVER—PRECAUTIONS AGAINST ANOTHER FUEL SHORTAGE NECESSARY—A RIVER TRIP.

PRINCE ALBERT, June 19—This morning's session of the boards of trade convention opened with the moving of a resolution by A. E. Whitmore, Regina, asking the Interior Department to publish the rights of settlers from railways when subjected to delays in transportation. C. C. Rigby, Balgonie, seconded the resolution.

G. H. Shaw, of the C.N.R., thought the resolution was prompted by the disabilities under which Canadian railways operated last winter. He did not believe it was in the interest of the country that a resolution should go out putting on record that it was necessary for the government to publish to the world that settlers were unable to get their rights.

F. W. Peters, of the C.P.R., said that while he did not always see eye to eye with the last speaker he certainly hoped that the convention would not pass the resolution in question. He thought that the winter they had just passed through was such a one as they might not experience again for twenty-five years.

H. W. Laird, Regina, could see nothing in the speeches of Messrs. Shaw and Peters to induce the convention to turn down the resolution. There had been innumerable instances in which settlers had been told by the companies when stranded with their stock that they must supply their own food. It was necessary that strangers coming into the country should know their rights. The speaker emphasized the difficulties experienced by settlers at points of transfer in ascertaining which company was responsible for the proper care of the settler and his stock. On being put to the vote the resolution carried unanimously.

Fuel Shortage Again Up.

James Leslie, Saskatoon, moved a resolution urging the governments of Saskatchewan and Alberta to take steps to effectually prevent a recurrence of the coal famine of last winter. Objection was taken by certain of the delegates to the entire West being included in the coal famine of last winer, Medicine Hat, Prince Albert, Strathcona and other points claiming that they had all the fuel they needed. Supt. Brownlee of the C.P.R. stated that in the locality under his supervision 300,000 tons of coal were used last winter meaning not less than 1,000 cars of coal or 100 cars a day for three months. It was impossible for railways not to be up against it some time or other and consumers and merchants should safeguard themselves against any possible fuel shortage by taking steps in the summer to lay up storage for the approaching winter.

James Weir, Strathcona, who said that he had always advocated government ownership, thought the question the most important one to come before the convention. It was eventually decided to take the matter up at a later stage of the convention with a view to preparing a resolution more generally acceptable to the delegates.

Uniform Railway Rates.

J. E. Bradshaw, Prince Albert, next brought up a resolution asking for legislation forcing railway companies to issue tickets at a uniform rate by such route as passengers might select.

The resolution was strongly opposed by H. W. Laird who said it was an unfair thing to ask of the railway companies. As a convention he did not think they should ask such sweeping legislation as was called for by the resolution.

G. H. Shaw pointed out that there was no distinction as to the fares on main or branch lines in the West.

K. W. McKenzie, Edmonton, thought there was no disposition on the part of railways to accommodate the public.

E. M. Saunders, Moose Jaw, gave an instance of companies bluffing passengers out of the stop-over privileges permitted to them by law. Mr. Saunders, referring to the resolution regarding transportation which was withdrawn by the Moose Jaw delegation, denied that the action of the delegates was due to cold feet. He believed the withdrawing of the resolution was due to a misunderstanding. The resolution was lost.

Transportation Facilities.

The next resolution also dealt with transportation, being moved by G. Stockand, Edmonton, calling upon the Dominion Government to compel the railroads operating in the West to provide greater transportation facilities in order to afford proper means of shipment for the produce of the country. The motion carried after a brief discussion, there apparently being no question entertained by the convention regarding the necessity for such action.

Navigation of the Saskatchewan.

The question of the navigation of the Saskatchewan was brought up by J. E. Bradshaw, Prince Albert, in a resolution calling upon the government to survey the river from 100 miles west of Edmonton to Lake Winnipeg.

Mayor Cousins, of Medicine Hat, asked that the South Saskatchewan be included in the motion. W. M. Pearce, Calgary, doubted the feasibility of the Saskatchewan as an artery of transportation. Rivers could not always be found to compete with railroads. The country could not send its produce to Europe by York Factory and boats.

Mayor Mills, Strathcona, ably supported the resolution and suggested that Mr. Pearce had not read the resolution.

Mayor Cook, Prince Albert, said the resolution only asked the Government to complete a work already begun. He believed that in no other country in the world would such a river as the Saskatchewan be allowed to remain idle.

H. W. Laird thought the great idea was to offer an alternate route to railroads and thus, to a great extent, control rates.

A. G. Harrison, Edmonton, pointed to the use of the river in interprovincial trade.

G. H. Shaw, of the C.N.R., doubted whether the navigation of rivers would have any influence upon railroad rates but he nevertheless would personally like to see the river capable of being used as suggested.

James Clinkskill, Saskatoon, believed if the right description of steamers were built, such as they had in the States, there would be no difficulty in navigating the river. Such boats should not draw more than twelve or fourteen inches of water.

G. F. Carruthers, of Winnipeg, said that the resolution would undoubtedly receive the hearty support of the Winnipeg board of trade. The motion carried.

Railway to Hudson's Bay.

The Hudson Bay route was introduced by Mayor Cook, Prince Albert, in a resolution calling upon the Dominion Government to build a road from the North Saskatchewan to Fort Churchill as a national undertaking. Such a road was rendered absolutely necessary by the utter inadequacy of the present railways to carry out the produce of the country. A national road, he believed, would regulate the rates for the other railroads in the country. The resolution was seconded by J. H. Wilson, Prince Albert.

W. M. Pearce, Calgary, understood that the Government had already granted a subsidy for such a road.

James Clinkskill, Saskatoon, thought that the road should originate in southern Alberta and moved an amendment to that effect.

H. W. Laird thought they might safely throw the onus of where the road should run upon the Government and he moved an amendment to the amendment simply calling for a railroad to the Hudson Bay.

G. H. Shaw said that the Canadian Northern had every faith in the navigability of the Hudson Bay for four and a half months every year. The Government, it was understood, was already negotiating for such a line. The C.N.R. believed that the resources of the northern land alone would justify the building of such a line.

K. W. McKenzie, Edmonton, thought that in view of what Mr. Shaw had said it should be left open to the Government to arrange either for a national line or with some company for the building of such a road.

Mayor Cook urged that the great thing in favor of the national road would be the control of rates which it would establish. The debate on the resolution was then adjourned until after recess to allow of a satisfactory re-drafting of the resolution.

Exorbitant Express Rates.

E. M. Saunders, Moose Jaw, moved a resolution commending the railway commission for instituting an investigation into the high express rates existing in Western Canada. Mr. Saunders saw no reason why they should be subjected to rates so much in excess of those charged in the East.

H. W. Laird, in seconding the resolution, said he had been looking into the matter and could say that no matter before the convention called more urgently for their attention than the discrimination which was being shown in the matter of express rates against the people of the West who also suffered from any lack of uniformity in rates. Mr. Laird quoted a large number of instances showing the extent to which the people of the West were discriminated against.

G. H. Shaw said that without data he did not care to call into question the accuracy of Mr. Laird's figures. He, however, wished to point out that whereas at points mentioned in the East a large amount of express matter was handled, in many of the Western points there was practically nothing handled. He thought the railway commission might be trusted to deal with the question. The resolution passed.

The question of freight rates was also introduced in a resolution brought up by J. E. Bradshaw, Prince Albert, calling for legislation giving uniform freight and express rates throughout Canada. The resolution was seconded by James Clinkskill, Saskatoon.

F. W. Peters maintained that the resolution was based upon an inaccurate statement and that there existed no difference of rates on main line and branch lines. Any specific case brought before the railway commission would receive attention.

H. W. Laird thought it would be a great mistake to pass a resolution which was not founded on facts. The motion upon being put to the vote was declared lost. The convention adjourned until the afternoon.

Resolutions Adopted.

On resuming in the afternoon the special committee appointed to redraft the Hudson Bay resolution submitted the following amendment which was accepted by the Prince Albert delegates:

"That the Dominion Government be and are respectfully urged to take such steps as will ensure at the earliest possible date the completion of a railway connecting the railway systems of Western Canada with Fort Churchill on the Hudson Bay."

The committee appointed to redraft the fuel resolution submitted the following which was adopted:

"Whereas notwithstanding the fact that there are throughout the greater portion of the area of the provinces of Alberta and Saskatchewan very large supplies of fuel, both wood and coal conditions during the past winter were such that hardship prevailed throughout portions of both provinces for the reason that such fuel was not available at the points where needed at the period when most needed. Therefore, be it resolved, that this convention urges that every effort be made on the part of the governments of Saskatchewan and Alberta to provide against the recurrence of such conditions, and that the action already taken by the Provincial Government with that end in view be heartily endorsed, and also that this convention strongly urges upon all coal dealers and consumers of coal in general to stock with supplies for winter while the railway companies are in a better position to transport the same.

Reciprocal Demurrage

G. Stockand, Edmonton, moved a resolution in favor of reciprocal demurrage as a remedy for the present car shortage, calling for the payment of demurrage by railways in the event of non-delivery at destination within a specified time after receipt of goods, or failure to supply cars within three days of a request to do so. The resolution called for a mileage of one hundred miles per day on the main lines and fifty miles per day on the branch lines.

H. W. Laird thought the question was far too important and far reaching to be passed by the convention, and on the motion of J. E. Bradshaw, Prince Albert, the resolution was ordered to be laid on the table for consideration upon a future occasion.

Inadequate Telegraph Service.

The inadequacy of the telegraph service afforded the people of the West was brought up by G. Stockand, in a resolution urging upon the Government the extension of the present Government system and asking that railway companies be compelled to supply lines for purely commercial use.

Senator Davis having received the permission of the convention to speak spoke strongly in favor of the resolution at the present time. He said the people of the West were paying a dollar for what the people of the East paid twenty-five cents. He intended to continue the agitation he had started and asked every board of trade represented to assist in the agitation in which case he had no doubt of the ultimate success. The press in the West labored under great disadvantages in respect to telegraph rates compared with the eastern press. The resolution was unanimously adopted.

Government Fire Insurance.

Mr. Cunningham, Edmonton, moved a resolution calling for action on the part of the provincial governments to ascertain the advantages surrounding the operation of government insurance. Mr. Cunningham complained that however much was spent by western communities in perfecting their fire fighting equipments no lowering of rates was ever made, but rather the reverse. Government fire insurance had been successfully carried out in New Zealand and he saw no reason why it should not be in Canada. The resolution was agreed to without opposition.

Agents at Flag Stations.

The necessity of placing agents at all railway points now designated as flag stations was brought up by G. G. Stockand in a resolution calling the attention of the Government and Railway Commission to the present state of affairs.

A delegate, who stated that he came from a place known as a flag station, said that last year $23,000 worth of goods were shipped by freight from the point in question, nevertheless without an agent.

H. W. Laird thought the resolution was another instance of asking something unreasonable from the railway companies. He moved as an amendment the endorsation by the convention of the clause of the draft bill of lading of the Winnipeg Shippers and Jobbers which provides that the company be responsible for forty-eight hours after arrival at destination and be obliged to maintain a warehouse at flag stations for the proper protection of goods.

Mr. Shaw, of the C. N. R., said there were many stations on his company's system which would be supplied with agents as soon as they had the necessary men and material. The motion carried as amended.

Scarcity of Labor

Mr. Cunningham, Edmonton, also moved that the Dominion and Provincial Governments be urged to take the necessary steps to provide for a better supply of skilled and unskilled labor in the West. Mr. Cunningham said that it was well-known that the trades unions were strongly adverse to Government encouragement of skilled labor and it was therefore necessary that their hands should be strengthened in the matter. The motion was seconded by R. J. Hutchings, Calgary, who said that he was personally only too well aware of the present very serious difficulties presented by the labor problem.

H. V. Rorison, in opposition to the resolution, said that the convention was treading upon dangerous ground. It was not for a handful of commercial men to dictate to the great family of labor.

The motion was strongly supported by K. W. McKenzie, Edmonton, and Mayor Cousins, Medicine Hat.

H. W. Laird opposed the resolution as a matter of public policy, saying that the law of supply and demand would eventually remedy any evils which existed at present. He believed there was all the labor in Saskatchewan that was required. This was true of Regina as well as Moose Jaw. There was no dearth of either skilled or unskilled laborers and farm laborers could be got for harvesting by running excursions from the States when the harvest there was over.

Mayor Mills, Strathcona, stated that whatever might be the case in Saskatchewan there was certainly a dearth of labor in Alberta.

R. J. Hutchings pointed out that the dearness of lumber, and the inability of the transportation companies to complete their construction programmes, was entirely due to the scarcity of labor, while other delegates gave instances of factories shutting down and crops rotting on account of the lack of labor.

The motion carried by a large majority, H. W. Laird, Regina, and H. V. Rorison alone voting against it. The convention adjourned at 4 o'clock to take in the river excursion arranged by the Prince Albert board of trade.

A Splendid Outing

Delegates to the convention are unanimous in declaring that never before have the Associated Boards been treated to such pleasure as was this afternoon afforded the by the citizens of Prince Albert. Leaving the city at four o'clock, the steamer "Alberta," with two hundred delegates and citizens, including a large number of ladies, proceeded several miles up the river, giving the visitors a splendid opportunity of viewing the marvellous scenery of the great Saskatchewan River in the neighborhood of Prince Albert. A band was in attendance and at about six o'clock a sumptuous repast was served on the lower deck of the steamer. Turning round, the "Alberta" steamed back to the city and, passing it, proceeded eastward to the large mill of the Prince Albert Lumber Co., which, by the courteous permission of the company was inspected by the visitors, who were greatly interested in what is admitted to be the model sawmill in Western Canada. The steamer returned to its moorings a little before 9.30 p.m., the delegates giving three rousing cheers for the citizens of Prince Albert as the boat reached shore.

Good Roads

The evening session of the convention commenced at 9.30 o'clock. On returning from their afternoon excursion the delegates at once got down to business, taking up the consideration of the good roads resolution moved by F. T. Fisher, Edmonton. The resolution asked for some comprehensive plan of road-making, the appointment of a good roads commissioner, the abolition of statute labor and the institution of a system of modern roads. The motion was seconded by O. Umette, Red Deer.

H. V. Rorison, Moose Jaw, pointed out that the Government of Saskatchewan had already appointed a municipal commission which would bring in a report dealing with the subject under discussion. He believed the Government would largely follow the lines laid down by the resolution. The motion carried.

Grants for Hospitals.

Thomas Miller, Moose Jaw, introduced a resolution advocating a system of Government grants for the building and equipment of hospitals. W. M. Pearce, Calgary, in seconding the resolution, warmly supported the idea.

Mayor Cook thought that hospitals which were not municipal institutions should benefit in the same way as municipal hospitals.

Hon. Mr. Finlay said the question of hospitals built by private subscription raised certain difficulties which would have to be dealt with.

On the motion of K. W. McKenzie, Edmonton, seconded by Mayor Mills, Strathcona, the resolution was permitted to stand over until tomorrow in order that it may be amended in certain particulars.

Live Stock Markets.

A. E. Cross, Calgary, moved a resolution calling upon the Canadian Government, assisted by the provincial governments, to institute an enquiry with a view to establishing independent live stock markets in Canada. The resolution carried without discussion and the evening session closed with a vote of thanks to the railway men present, to which F. W. Peters, G. H. Shaw and J. Brownlee replied in suitable terms.

(Continued on page 4.)

"The Blood is The Life."

Science has never gone beyond the above simple statement of scripture. But it has illuminated that statement and given it a meaning ever broadening with the increasing breadth of knowledge. When the blood is "bad" or impure it is not alone the body which suffers through disease. The brain is also clouded, the mind and judgement are affected, and many an evil deed or impure thought may be directly traced to the impurity of the blood. Foul, impure blood can be made pure by the use of Dr. Pierce's Golden Medical Discovery. It enriches and purifies the blood thereby curing, pimples, blotches, eruptions and other cutaneous affections, as eczema, tetter, or salt-rheum, hives and other manifestations of impure blood.

In the cure of scrofulous swellings, enlarged glands, open eating ulcers, or old sores, the "Golden Medical Discovery" has performed the most marvelous cures. In cases of old sores, or open eating ulcers, it is well to apply to the open sores Dr. Pierce's All-Healing Salve, which possesses wonderful healing potency when used as an application to the sores in conjunction with the use of "Golden Medical Discovery" as a blood cleansing constitutional treatment. If your druggist don't happen to have the "All-Healing Salve" in stock, you can easily procure it by inclosing fifty-four cents in postage stamps to Dr. R. V. Pierce, 663 Main St., Buffalo, N. Y., and it will come to you by return post. Most druggists keep it as well as the "Golden Medical Discovery."

You can't afford to accept any medicine of *unknown composition* as a substitute for "Golden Medical Discovery," which is a medicine of KNOWN COMPOSITION, having a complete list of ingredients in plain English on its bottle-wrapper, the same being attested as correct under oath.

Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels.

Supplying the Reptile Market

The condition of the reptile market at present may be described as firm. There is a strong bull movement in anacondas; alligators, especially those of large size have risen slightly; and Gila monsters are steady. Rattlesnakes have fallen off a point or two, but quotations on boa-constructors show an upward tendency.

Snakes, of course, are always a staple commodity, the demand for them by menageries, zoological gardens, and dime museums being brisk at all seasons. People in times of business depression can get along without horned toads and chameleons, which are to be regarded as luxuries, but they must have anacondas and pythons. A python of the largest size, thirty feet long, is worth three hundred and fifty to four hundred dollars, but one can purchase a twenty-foot anaconda for only a hundred dollars.

Boa-constructors are cheaper; you may get one for eighty dollars. Most people who go to the zoo or the circus imagine that all large serpents are boa-constrictors; but that is a mistake. The boa-constrictor is merely the biggest of a number of species of boas native to South America, and it is not huge, when all is said, rarely, as a matter of fact, exceeding eleven feet in length. Compared with the gigantic python it is a midget. But its squeeze is remarkable.

The snake-hunters, upon whom the market depends for its supply of such reptiles, are usually natives. If the anaconda has just eaten a large meal, he is likely to be found asleep. He dreams not that a net is being thrown over him, and does not wake up until he has been duly securely and stowed in a box, all ready to be put aboard a boat and taken to the nearest seaport for shipment.

All Are Squeezers

Ts a matter of fact all the giant serpents, including the anacondas and pythons, belong, zoologically speaking to the family of boas, and all of them are constrictors—that is to say, gifted with a tremendous power of squeeze, by which any large specimen of this formidable reptilian tribe can crush a man to death, if seized in its coils. Also, these snakes, though non-poisonous, have formidable teeth, with which they can inflict serious and painful wounds.

The pythons are Old World snakes and the largest and strongest of them the regal or reticulated python, which attains a length of thirty feet, is native to the islands of the Malay Archipelago. It is commonly known in that part of the world as the rice snake, for the reason that it is frequently found in the rice-fields, which, being so situated as to be overflowed at intervals, form a congenial habitat. The method usually adopted for capturing the huge reptile is to set a trap in the path it is accustomed to follow (these creatures have their habits it appears) and to make it in this way a prisoner. The trap employed is fashioned somewhat after the model of an eel-pot, and the great snake, having entered, is unable to discover an exit.

South Carolina produces and exports more snakes than any other state in the union, a fact due chiefly to the circumstances that in that latitude the northern and southern ophidian life-zones over-lap, as zoologists say, forming a belt in which a great number of species are assembled. The copperhead found there is a full third bigger than in its northern habitat, and specimens of the northern timber rattler captured in the bamboo swamps are almost equal in measurement to the huge eight-foot diamond snake of the south. The diamond rattlesnake, by the way, which is worth from three and a half to ten dollars in the reptile market, according to size, is probably the most poisonous serpent in North America, its bite in more than one recorded instance having caused death in twenty minutes.

Rattlesnake venom is markedly different in its effect from that of the cobra, which is supposed to be the most deadly serpent in the Old World. Whereas the latter paralyzes the nerve-centres, the poison of the rattler attacks, in a curious way not yet well understood, the blood of the victim, which, losing its ordinary consistency, literally filters through the walls of the blood-vessels, producng within the tissues a kind of hemorrhage which soon proves fatal.

Rattlesnake hunters in South Carolina seek the ophidian game in places where occasional patches of slightly elevated flats, often overgrown with the spiky Spanish bayonet, are found in the midst of swamps and water-spaces. To discover the reptiles is simply a matter of careful looking, special attention being paid to stumps of trees and old logs; for the business custom of the rattler is to hide and keep quiet until a bird or a mouse comes along and then to capture it.

A short rod with a noose of twine on the end is the instrument of capture employed by the hunter, who having found a snake, may proceed at leisure, inasmuch as the creature usually stands its ground, not attempting flight. When its head has been caught with the noose—the operator keeping out of reach of the reptile's spring—a jerk renders it helpless, whereupon it is dropped into a bag, held by another man, who cuts the string, thus releasing the rod for further use. One bag will contain a dozen or more snakes, which are made harmless for the time being by confining them, with the aid of a tied cord, in a compact bunch at the bottom of the sack.

The timber rattler of the northern country is found on the mountain sides, where rocky crevices afford means of escape from the hunter, who on this account is obliged to adopt a method somewhat different, a forked stick being employed to pin the reptile to the ground and thus secure it while a noose is passed over its head. There are excellent hunting grounds for rattlesnakes in Pennsylvania and New York (particularly in Sullivan county), and considerable numbers are collected for the market in Texas and Florida.

Moccasins are taken in much the same way as the rattlers, the only difference being that when they are found in the water a fine wire noose is used, instead of string. Wire does not float, and is invisible in the water, so that the hunter, sneaking along the bank of a stream, is able to slip the loop over the head of the snake without attracting its attention.

Moccasins are quoted at from two and a half to four and a half dollars apiece in the market. Many hunters claim that they are more deadly than the rattlesnake and that, though their venom does not work so quickly, it is more certain in its effects. Apparently it unites to some extent the properties of cobra and rattlesnake poisons, paralyzing the nerve-centres and at the same time thinning the blood so as to cause hemorrhages through the walls of the veins. There is little hope for a man struck fairly in the leg by one of these reptiles—a kind of accident against which the hunters guard themselves by wearing tall boots or heavy leggings.

Speculating in Snakes

Dealers in the United States send agents to South America and to India who give orders to the natives for such snakes as they may require Many serpents are bought on speculation at tropical ports by sea captains, who help in this way to supply the market. But, generally speaking, dangerous species are not in demand, except by zoological gardens. Thus, a comparatively small business is done in cobras and copperheads, while it is only to fill special orders that merchants in this line contract for the delivery of the dreaded tiger-snake and death-adder of Australia, the horned viper of Egypt, the asp of Cleopatra, the "paracara" of the valleys of the Orinoco and the Amazon, the surucucu of the same region (whose bite kills a cow in two hours), the "krait" of India, and the far famed fer-de-lance of Martinique.

For the supply of alligators New Orleans is the principal centre. Only small ones are obtained from Florida, where nearly all of the large specimens have been destroyed, the number of these reptiles killed in that State since 1880 being estimated at two and a half million. But tourists armed with rifles and shotguns do not find easy access to the marshes of the Mississippi, which are fairly alive with alligators. The saurians are much more valuable alive than dead, the price paid for their skins being small, and so the men who make a business of hunting them are not tempted to reckless destruction. They keep to themselves their knowledge of the winter quarters of the animals where they are most easily captured, and find no difficulty in picking up as many little ones as are wanted by paddling in canoes along the shores of the bayous and catching the baby reptiles as they sun themselves on the beaches.

It is not possible to capture an alligator alive in deep water. When a large specimen is taken by surprise in a shallow place, a noose, if possible, is slipped over its head, and it is dragged ashore by a mule. Then strong sticks are driven deep into the ground all around it to prevent it from getting away, and a cage, hastily constructed and large enough to hold it, is placed against the end of the extemprised pen in which an opening is made for the purpose of admitting the creature from the pen into the cage. It is compelled to enter by being prodded in the rear, and the cage is thereupon closed and placed upon a cart for transportation. It is a troublesome business of course; but it pays for a twelve-foot alligator, alive, is worth one hundred and twenty-five dollars.

This should not be considered a high price, when it is understood that it takes an alligator at least one hundred and fifty years, and perhaps longer than that, to reach a length of twelve feet. Probably alligators and crocodiles are the longest-lived of all animals; but reptiles generally, and tortoises, are remarkable for longeviti, though reliable data on the subject are lacking. In Florida, by the way there are two species of crocodiles, specimens of which are caught and taken to market in the same way as the alligators.

For Gila monsters, at five to eight dollars apiece, there is a steady demand. It has recently been proved that the bite of these reptiles is venomous and even dangerous, but the old-time notion that their breath is poisonous has no foundation in fact. They are native to the deserts of Arizona, living in holes or under masses of vegetable debris. During the day they lie torpid, but at twilight come out to feed on insects and the eggs of birds. People who make a business of them collect incidentallyl large numbers of horned toads, which being plentiful in that region, are worth only two or three dollars a dozen.

Some Minor Reptiles

There are many minor reptiles for which the demand is rather variable Thus a dealer, though keeping a supply of iguanas perhaps, would not think it worth while to put monitors on his regular price-list. Monitors, which are weird-looking lizards, two and a half feet long, from India, are wanted usually only by zoological gardens. A few chameleons from South Africa might be in stock, but "chuckwallas" would be furnished only to order. The "chuckwalla" is found in Death Valley; it is about eighteen inches long, lives on flowers (such as yellow cassias and lotus blossoms), and is exceedingly good to eat, tasting like bullfrog.

The most dreadful deserts of the far West are the abode of numerous species of reptiles with which most people are entirely unacquainted and which have no important figure in the business. Some of them indeed, are rare in collections, for the reason that it is difficult to catch them. In Death Valley there is the "gridiron-tail" lizard, which runs faster than a horse. To get even within gunshot of it is not easy. It starts at full speed stops with equal suddenness and travels with such velocity that the eye can hardly follow it. There is not satisfactory proft in chasing such creatures for commercial purposes, and that is why (as is the case with various other wild animals of this class) one does not find them listed on the reptile market.

FLOUR MILLS BURN

Lanson & Bros. Mills Completely Destroyed—Loss $18,000.

GEORGETOWN, Ont., June 18.—One of the worst fires that has visited this country in years occurred at Esquising this morning. The flour mills of Lauson and Bros were completely destroyed by fire. The loss is $18,000, partly insured.

WEDDING CAKES

The important feature in every wedding is the cake. It is the object of attention for all eyes on the wedding day, and the subject of conversation for weeks after. Your friends all want a piece. It must be good or they will say you are not happily married. If we make it, it will be beautifully decorated and of finest quality. We are now making more Wedding Cakes than all other bakeries in Manitoba combined. We employ skilled French Bakers, use the finest almond icing and imported decorations, and all ingredients are the purest obtainable. We make Wedding Cakes, Baptismal Cakes and Cakes for all other special occasions.

Mail your orders.

Watson's

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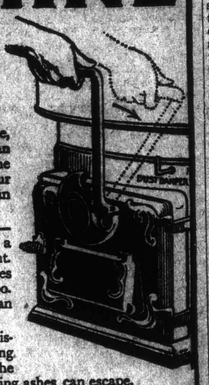
SUNSHINE FURNACE



NOT SHAKING. JUST A GENTLE ROCKING OF THE LEVER.

Shaking is a hard, back-breaking exercise, peculiar to common furnaces, while you can stand erect at the Sunshine—and moving the lever, to and fro, about half the length of your arm, a few times, is mere play. A child can easily do it.

Grates of the Sunshine are in two sections—right and left. By gently rocking the lever, a few times, the ashes are released from the right. Repeat the operation on the left and the ashes from that side drop into the ash-pan, too. You couldn't wish for anything easier than the Sunshine Method.

When this lever is not in use it can be disconnected from the grates and the opening capped. But when connected it fills up the opening so snugly that no dust from the falling ashes can escape.

Every detail is thought of on the "Sunshine"—that's what makes it the best.

If your local dealer does not handle the "Sunshine," write direct to us for FREE BOOKLET.

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LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, N.B.

PEART BROS. HARDWARE CO., Local Agents.

A Surprise in Biscuits

Every box of Mooney's Perfection Cream Sodas you open—you will find a new delight in these dainty biscuits.

When you want to surprise yourself, give your appetite a treat with

Mooney's Perfection Cream Sodas