Lifebuoy is the purest, most wholesome soap that can be made. The remarkable quali-ties of Lifebuoy have been proven in eli cli-mates, all occupations, on every kind of skin.





198UR No. 25-123.



brilliant, scintillating depths of an immense ruby.

"There is only one other equal to it in the world," confided the mandarin. David's eyes wandered from the jewel to the head of the image, where now in place of the red light loomed a dense shadow.

"This stone," continued Weng Toy, "has been handed down through my line from the time of Woo Wang. I repeat, there is one other as magnificent, an exact counterpart, a twin. The Prince Tsoo, my cousin, had it in his keeping, but it will soon be—if it is not already—in the possession of my nephew."

"A lucky chap, Mr. Weng Toy. I have seen numerous rare jewels, but never did I believe such perfect beauty coixed in a ctrew will loom the conditions of the cold-pack method.

We have all known of cases of poisoning known as botulism. Bacillus and the cold-pack method.



A cold roast has an appetizing zest when served with these delicious

house, Mr. Weng Toy?" questioned David.

The mandarin shook his head. "That is a sacred inscription. The meaning in your language, Captain Marsden, is The All Seeing Eye."

"You have here a wonderful treasure, Mr. Weng Toy. I presume your niece will eventually become the proud possessor of this sacred relic."

Weng Toy hesitated. His voice was very tender when he spoke. "If it were in my power, my little girl should have the jewel, but for reasons which I may not explain, it cannot be. If we deviate from the will of the gods tragedy is sure to follow."

"And you-say a duplicate of this stone has descended to your nephew?"

"Yes, a nephew who in spite of the blood of kings in his veins, has existed on foreign ideals. I fear very much the outcome of it all."

"Your house is a broad-minded one, Mr. Weng Toy, to permit a descendant to be educated abroad, which I presume is what you mean. May I Chopped up in a salad, they add a new piquant flavor. Imported direct from Spain for the Canadian People. Every olive perfect.

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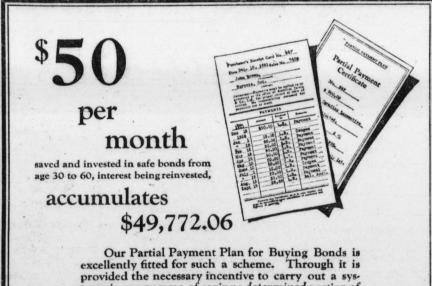


Always have Mustard

on the table

It's not just custom! that makes people take mustard with their meals. Mustard aids digestion and helps to assimilate the meats. It is a good habit to acquire. Mix it freshly for every meal.

but it must be keen's 230



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One of the outstanding 'e2-ures in Canada's development and one which has much to do with the 'f' gress of other lines of industry is that of railways. The growth of railways has been almost phenomenal, especially during certain periods, and while, due to known causes, eras of depression have been encountered, on the whole the operation of Canada's railway lines has been successful.

Canada's Railway Frogress.

The expansion of settlement, the rapid progress of agriculture, the de-velopment of mineral and forest in-dustries, says the Natural Resources Intelligence Service of the Department struction of many miles of railway both of trunk and branch lines, and announcement is made by both the Canadian National, Canadian Pacific and the Ontario systems that several additional branch lines and extension are under construction or in contemplation for the present season.

Commencing with 1871, the first cen sus period following Confederation when Canada had but 2,695 miles of railway, with an invested capital of \$257,035,188, Canadian railways made steady progress until 1911. At that time 25,400 miles were in operation, with a capital investment of \$1,528. 689,201. In the five-year period be-tween 1911 and 1916, however, railway expansion was almost pneudone 1916 showing 37,434 miles in operation, an increase of 12,034 miles in the five years, and capital of \$1,893,125,774. This heavy programme of railway construction was deemed necessary to meet the needs of the country, and so it has developed. Slower progress is reported since 1916 as during the war period practically no building took place. The year 1921, however, shows railway mileage in Canada as 39,841, with capital investment of \$2,164,687. 636. The total earnings of the railways in 1916 were \$261.888,654, and expenses \$180,542,259, while for 1921 the earnings were \$453,008,891, and expenses \$422,581,205.
Nothing probably could give a better

indication of Canada's industrial growth than railway traffic both pas-senger and freight. In 1901 steam railways carried 18,385,722 passengers, in 1911 they carried 37,097,718 pas 51,318,422. Freight traffic shows even a greater growth, 36,999,371 tons be moved in 1901, 78,884,282 tons in

The part that the development of natural resources is taking in provid-ing freight traffic to the railways is evident in the fact that in 1901 the tonnage of forest products was 5,301,519. In 1911 it was 13,238,347, and in 1920 22,278,880 tons were har-lled. Grain provided 4,694,853 tons of freight in 1901, 7,545,516 tons in 1911, and 14,-295,458 tons in 1920. Products of mines in 1911 supplied the railways with 28,-652,236 tons of freight and in 1920 with 45,075,968 tons. Manufactures. Into which natural resources enter almost universally, provided 13,573,247 tons of freight in 1911 and 32,925,394 tons in 1920, among the latter being w pulp and paper with 3,447,614 tons.

To handle this traffic the railways used 2,433 locomotives in 1901 and 6,030 in 1920; 1,159 first-class passenger care in 1901, and 2,212 in 1920 45,904 box and cattle care in 1901 and 167,128 in 1920; 23,123 coal and flat cars in 1901 and 45,188 in 1920.

The expansion of agriculture, the de velopment of forest, mineral and fish-ery resources, with their concomitant manufacturing activity protend for the Canadian railways a period of increasing freight traffic and the resultant expansion necessary to keep pace with the demands for the moving of this rapidly growing tonnage

Last Home of Dickens Placed on Sale.

Charles Dickens's last bome, in which he lived fourteen years, has just been put on the market, says a London despatch. The famous author gave house on the old Dover Road near Cob-ham, and spent much money changing it to make it "as pleasantly irregular and as violently opposed to all archi-tectural ideas as the most hopeful man could possibly desire."

He bought the place in 1856 and often used to walk there from London, sometimes as night, a distance of al most twenty miles, and several of his biographers think it was these long walks after a day's excitement that contributed to his sudden death in

He Thought It Might Do.

When Dennis received an order he followed it implicitly as far as he could scmetimes even farther than his Celtic brain realized.

"He wants a pane o' windy-glass, tin inches by fourteen," said Dennis one day, as he entered a shop where his employer, a master carpenter, traded. In the shop was a young clerk,

never missed a chance for a little joke at the Irishman's expense. "If we haven't any ton-by-fourteens," he said, "I may have to give you a fourteen-by-ten

Dannis rubbed his head reflectivety.
Then he stood pondering for a moment, and at last remarked: ment, and at last remarked:

"He's in a great roosh for it, and
there's no other place near to get it.
Give me wan o' thim fourteen-by-tins, and if he turns it sideways and opr side down, there's not a sowi would know the difference."

Sultan's Wedding a Calamity.
When Morocco's Sultan decides to marry the whole country becomes shrouded in gloom, as every subject must contribute a wedding present.