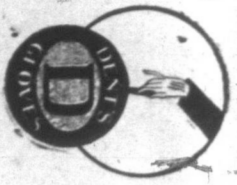


**LONGER LIFE.**

The average length of life is appreciably increasing in America. Some statistics recently compiled in the United States show that the average length of life has increased three years since 1910. This has been brought about by a better control of infectious diseases and infantile disorders. The state of Kansas, with its large open areas, shows the highest average length of life; men about 69 years, and women about 61. Pittsburgh, the city of working men, huge mills, shops and adjacent to mines, shows the lowest average length of life of any city in the United States. The states of Wisconsin and Minnesota come next to Kansas for longevity.

What is true south of the boundary line is likely to be true north of it. The facts bring out some truths which command attention and more respect than they get. A great deal of disease, it is shown, is preventable. Barring accidents and losses due to war, good reasons can be assigned for lengthy lives. The laws of health must be observed. There is a well known case of the man who lived to be 120, "whose eye was not dim, nor his natural force abated." Such vigorous old age does not appear within immediate reach, but there is no reason why care and caution should not be observed. They will add many years to life.

Failure to reduce fat is generally the result of trying to reduce it with out reducing the grocery bill.



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**WESTMINSTER ABBEY TREASURES DISCOVERED.**

After having been hidden for generations a new wealth of beauty has been brought to light during the restoration work to Westminster Abbey. The stone shields that decorate the walls on the north and south choir aisles are now shining in all their mediaeval splendor, after having having been smothered in varnish for over 200 years. These shields, which are believed to be the oldest specimens of architectural heraldry in the world, were placed there by Henry III, when the building was new. They include the coats of arms of Simon de Montfort, Louis IX. of France, and King Henry himself. The device of Eleanor of Provence now hangs from a colored festoon in reality of stone that disappears behind two tiny heads. Another festoon is decorated with a bobbed-hair young woman that might quite well have stepped out of a canvas by Augustus John. The biggest "find" has been the gorgeous decoration on the tombs of Edmund Crouchback and two others on the north side of the High Altar. Here it was that the first experiments were made on the dimming varnish that had been used so lavishly, perhaps under the direction of Sir Christopher Wren, with the mistaken idea of preserving the colour. Instead of the almost black surface that they bore only a year ago, these tombs now appear a mass of brilliant colouring that pays high tribute to the craftsmanship of the men who decorated them seven centuries ago. One of the renovators was found busy at work on the back of the Scilla. Here, the other day, a magnificent painting was exhumed from the grime of centuries. It represents Edward the Confessor holding out his finger for the ring to be slipped on by St. John. "That is the finest piece of green I have discovered in the Abbey," exclaimed the craftsman, as he pointed to the sister panel on which he was busy. All that can be seen at present is a hand of lily white against an emerald background.

**CRUDE OIL ENGINES FOR AEROPLANES.**

Momentous developments in cheap aerial transport is foreshadowed by an invention by a well known British firm. It is a new engine said to be no heavier than a petrol aero-engine, and to burn a crude oil fuel, costing not more than a fifth of the price of first grade aeroplane petrol. The scientific British research, which has produced this engine, was undertaken secretly in collaboration with the Air Ministry by the Armament firm of Messrs. William Beardmore and Company. Their object was to take the crude oil engine—with its priceless advantage of using a quite cheap fuel—and transform it till, instead of running slowly it revolves at the pace of a petrol aero engine, and whirrs round an aerial propeller at, say, 1,000 or more turns a minute. This aerial oil-engine, a great, simple, rather gaunt-looking six-cylinder monster, developing 750 horse-power—looks little different from the crude oil engines such as drive vessels upon the surface of the sea. But actually it is a scientific and engineering marvel. For this leviathan engine has, by secret magic in the use of various metal alloys, and after laboratory and other tests innumerable, been turned out, now, practically no heavier than one of our existing types of feather-weight petrol-using aero engines, such as have been considered marvels of lightness hitherto. Furthermore, the new giant runs just as fast as aerial exigencies may require; while it burns a crude oil fuel costing no more than a fifth of the price of expensive first grade aeroplane petrol. At present, through the amount of costly petrol which existing types of "air express" consume, the fuel bill is simply staggering—by far the greatest and most serious item in the operation of an air line. Instead of being the world's swiftest, but, at the same time, most costly form of motion, the navigation of the air in huge, long-lived "winged ships" of metal, driven by these big, stannic, simple, enduring engines that burn a crude oil, promises not only a great new epoch of speed, but also of cheapness of transport.

**A CANADIAN QUOTATION.**

When the croon of the rapid is heard on the breeze,  
With the scent of a pine-forest gloom,  
Or the edge of the sky is of steeply-up trees,  
Set in hazes of blueberry bloom,  
Or a song sparrow sudden from quietness trills  
His delicate anthem to me,  
Then my heart hurries home to the Ottawa hills  
Wherever I happen to be.

When the swallows slant curves of bewildering joy  
As the cool of the twilight descends,  
And rosy cheek maiden and hazel-bus boy  
Listen grave while the Angelus ends  
In a tremulous fow from the bell of a shrine,  
Then a faraway mountain I see,  
And my soul is in Canada's evening shine  
Wherever my body may be.

—E. W. Thomson in "Old Man Savarin Stories."

Still, what does it profit a man to live for ever and sit in the chimney corner to coast his gut glands.

**DISCUSSING AGE NEW YORK CITY**

Hollanders Say U. S. Metropolis was Founded in 1626 not 1624.

Out of the archives of 300 years ago, Hollanders have brought to light a letter with which the Netherlands Chamber of Commerce strengthens a claim that the celebration of the 300th anniversary of the founding of New Amsterdam, now New York, should be in 1926, rather than in 1924 as tentative plans announce.

Here is the letter with its quaint and brief description of the spot where now 6,000,000 persons live: where the assessed valuation is \$6,000,000,000 or \$250,000 an acre; where the exports are 100,000 times those of the year of its founding.

Receipt, 7 November, 1626.

High and Mighty Sirs—Here arrived yesterday the ship The Arms of Amsterdam, which sailed from New Netherland out of the Mauritius river (the Hudson) on September 23; they report that our people there are healthy and live peaceably. Their women also have borne children there; they have bought the island Manhattan from the wild men for the value of 60 guilders, is 11,000 morgens in extent. They sowed all their grain in the middle of May and harvested it in the middle of August. Thereof being samples of summer grain, such as wheat, rye, barley, oats, buckwheat, canary seed, small beans, and flax.

The cargo of the aforementioned ship is: 7,246 beaver skins; 1784 otter skins; 675 otter skins; 48 mink skins; 26 cat skins; 33 mink skins; 34 rat skins; many logs of oak and nut wood.

Herewith, High and Mighty Sirs be ye commended to the Almighty's Grace. In Amsterdam, Nov. 5, Anno 1626. Your High Mightinesses' Obedient, P. Schagen.

**GLADSTONE AND HIS CABINET.**

When Mr. Gladstone first became Prime Minister, he invited Sir Algernon West to become his private secretary. This was the beginning of a life-long friendship. After serving three years as private secretary, Sir Algernon was made a Commissioner of Inland Revenue and was a member of that board under no less than eight Chancellors of the Exchequer, retiring at the age of 60 as Chairman of the board, in order to devote himself to the services of his old chief, who had then become Prime Minister for the fourth time. From that time until Mr. Gladstone's death he acted as an unofficial secretary to the Great Commoner, relieving him of much detail work, and often serving as an intermediary and peacemaker between the conflicting elements in the cabinet. The diaries cover a period from the beginning of Gladstone's fourth term as Prime Minister to his death in 1898. Events previous to this are related in Sir Algernon's two volumes of "Recollections" published during his life.

Because of the unique position which he occupied in Gladstone's official family, Sir Algernon's relations with men in public life, and particularly with the members of the Cabinet, were peculiarly intimate, and the entries in his diary throw many interesting sidelights on the history of that time. He appears to have possessed the rare faculty of inspiring confidence in all those with whom he came into contact. Perhaps this was due to the fact that he was quick to appreciate the good qualities in others, and to attribute unworthy motives even to those who opposed him or his chief. Although he was an ardent admirer of Gladstone and his policies, he nevertheless counted among his friends several of the Premier's bitterest political foes.

Of the notable men who formed Mr. Gladstone's cabinet, the three most frequently mentioned in the diaries are Harcourt, Rosebery and John Morley, not only because they were among the most distinguished members, but because the friction between them was such that Sir Algernon was often called upon to smooth over the difficulties. Before Lord Rosebery had decided to accept a post in the Cabinet, Sir Algernon had an interview with him, which he describes as follows:

He for the first time talked politics and declared his determination to leave them. Mr. Gladstone's age made the whole prospect a terrible tragedy, and he did not want to take any part in it. I think

at that time he was unaware of how much he (unwillingly, I am sure), by his vacillation, contributed to the tragedy that seemed inevitable; and how much he added by the fatal propensity of sensitive introspection to the difficulties with which Mr. Gladstone had to contend. He was a man well described by my friend Lord Welby as one who was always craving for sympathy and never knew how to get it. Bernard Shaw, in later years, described him as a man who never missed an occasion of losing an opportunity, and W. Johnson, afterward Cory the Eton master, said in a classical allusion that he wanted the palm without the dust.

**FARMERS SUFFER FROM U.S. TARIFF**

Morrison Says U. S. Farmer Will Realize Mistake.

Toronto.—The new United States tariff regulations will be almost prohibitive to Canadian produce marketers, in the opinion of J. J. Morrison, secretary of the United Farmers of Ontario, who admits at the same time that Canada has nothing to gain by retaliating.

He felt that the United States farmer would shortly realize the mistake. The hardest blow would be at livestock, with general produce coming next. The duty on butter and eggs would not be felt to any extent, as there is but little exportation of these commodities to the States, but the duty on poultry would do much to demoralize conditions in that business here. The Maritime Provinces would be hit by the duty of 50 cents a hundredweight on potatoes, and the \$4 toll on Ontario hay would cut the business seriously. The increase from 10 to 60 cents a bushel on peas would be prohibitive to export, though some shipments were made last week to beat out the new duty regulations.

**GRANT INJUNCTION AGAINST SHOPMEN**

Chicago.—Judge James H. Wilkerson granted Attorney General Daugherty's petition for a nationwide temporary injunction against the striking railway shopmen.

Judge Wilkerson in a lengthy review of the case, said the defendants could not deny knowledge and responsibility for the widespread violence which has marked the strike, he held, has not affected the right of the government to obtain a nationwide injunction.

**THE ECONOMIST.**

Six months I kept a strict account of all I earned and all I spent, I daily watched expenses mount and count account for every cent.

When half a year was past and gone,  
I took my little book and went  
O'er all the items one by one  
And checked 'em upward, cent by cent.

Pop-eyed I gazed upon the sum,  
The porphure shivers o'er me ran  
With horror I was nearly dumb,  
I swore to be a different man.

And since that day as ne'er before  
I've profited by what I know,  
I keep expense accounts no more,  
They scare me so, they scare me so!

—Willie Smith.

About the only difference that the bachelor has nobody to tell him about the dandruff on his coat collar.

**Don'ts for Passengers.**

PUNCH.  
"Do not lean out of the window."  
Once a friend of mine departing  
By express train to the North,  
Waved his hand to me at starting  
Leaning head and shoulders  
forth.

I stood watching lost in wonder,  
His affectionate display.  
When a bridge the train passed under,  
Took his hat and head away.

Let this incident deter you  
From unduly leaning out,  
For the company prefer you  
Not to leave your head about.

And, apart from meeting bridges,  
Things may hit you in the eye—  
Soot and cinders, poisonous midges,  
Or a steak-and-kidney pie.

Even that may be expected,  
For you're apt to bear the brunt  
Of the articles ejected  
From the carriages in front.

Regulations are a bother—  
They are dull and overdone—  
But, compared with any other,  
This is quite a clever one.

**THE NEW CANADA**

Interesting Article from the Pen of the Managing Editor of The London Times.

Sir Campbell Stuart, managing director of the London Times, who is a Canadian, visited the Dominion recently, and his impressions, given in an article in The Times, are in part as follows:

"I found a very different Canada from the one I had known, I found the young men were more interested in public affairs than before the war. I found the consciousness of a nationhood more complete. I found a greater appreciation of the fact that she needs all her brains, be they in the east, or in the west, English or French, to guide her destinies at this critical hour in her history. I found a real desire to remain a nation in the British League of Nations, but at the same time a very proper wish to look after her own affairs. I found a greater interest in her history and her traditions. There are no more romantic pages than those of Francis Parkman, and I fully sympathize with the present Prime Minister in his wish that a national memorial should be erected to the memory of that great historian.

"But nationhood brings responsibilities. Let no Canadian misunderstand that. Once assumed they are not easy to lay aside. The important international question which interests Canada today is the appointment of a Canadian Minister to Washington. The Order in Council provided that in the absence of the British Ambassador he should be in charge of the Embassy. In my opinion the minister will have enough to do to look after the affairs of Canada, to whom he is responsible, without embroiling her in world problems—and perhaps world quarrels. Could not the British Counselor of Embassy become Charge d'Affaires in the ordinary way? That Canada should have a minister there I have no doubt. Canada's interests at Washington are enormous, and the man who is charged with them should understand in every way the feelings and the wishes of the Canadian people.

"What Canada needs more than anything else is population. She needs a strong immigration policy, together with the widest possible advertisement of what she has to offer. Her empty spaces are calling for settlers. She has less than three people to the square mile whereas her neighbour across the border has thirty-five, and the Japanese across the Pacific have more than three hundred."

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