

PICTURESQUE BITS OF SCENERY IN THE NEW PORCUPINE GOLD DISTRICT OF NORTHERN ONTARIO.



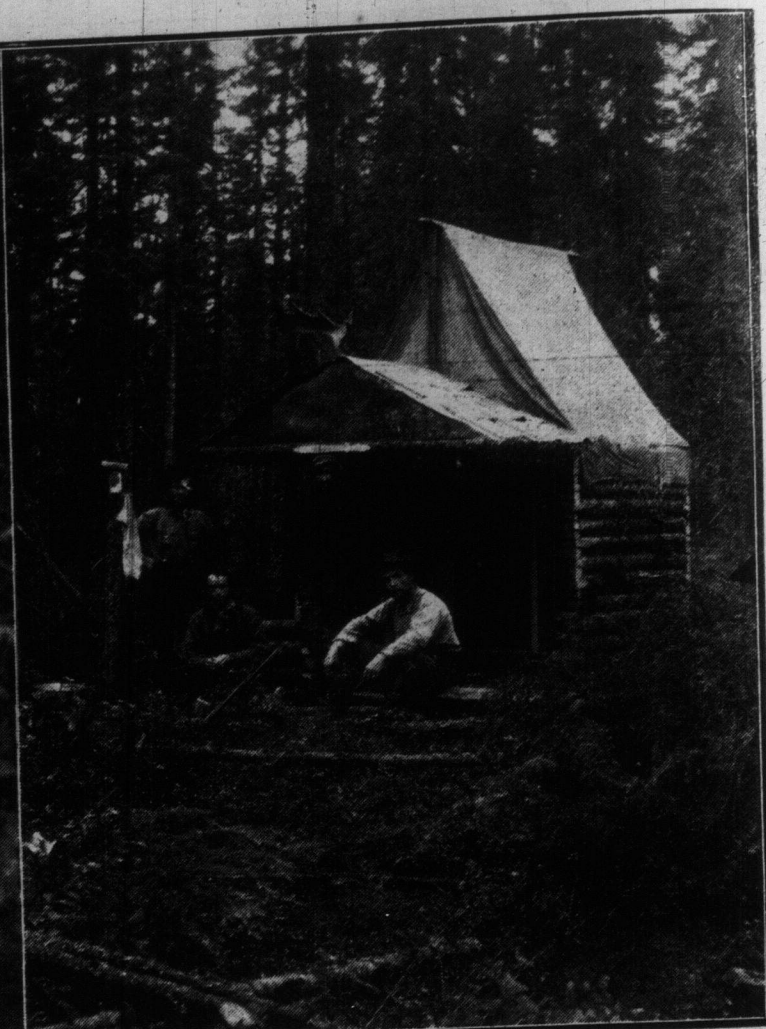
Slim Creek, some seven miles from Frederickhouse River.



Prospectors and guide on Frederickhouse River.



Point where first free gold was discovered in 1909, between Whitney and Tisdale.



First building erected in Township of Whitney, near Porcupine Lake.

THE FALL OF WOMAN: A DRESS QUESTION AGAIN.



THE WATERFALL HAT: FOAMING FEATHERS FOR THE FAIR.

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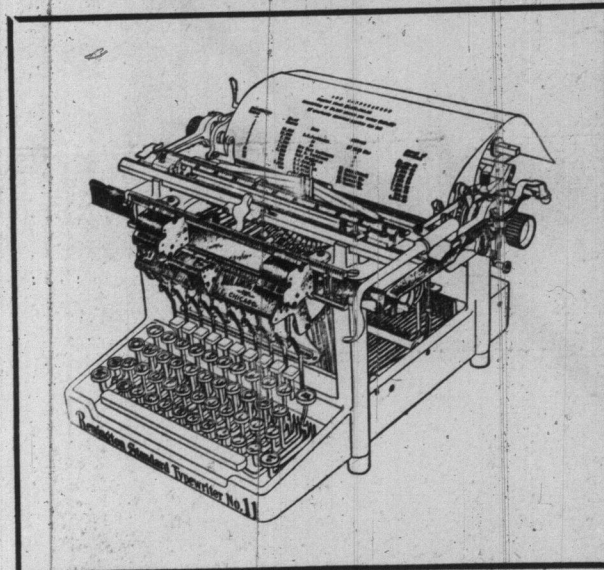


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104 KING W. TORONTO.

at sea, and the childlike faith which passengers repose in navigators. Said the scientist, who had been collecting specimens on a coral reef: "I've often heard men and women say they felt so safe with Capt. So-and-so and I've wondered, too,

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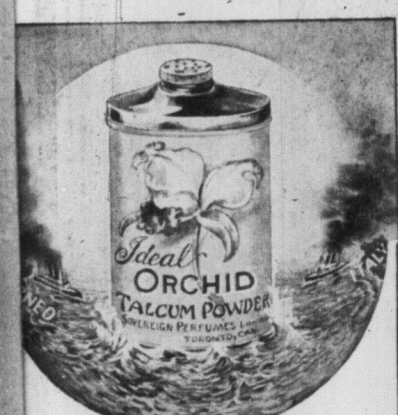
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SUBTRACTS the discounts and shows the TOTALS.  
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THE SKIPPER'S WHITE LIE

was a dirty night, to use a sailor's phrase, and the talk in one corner of the smoking room drifted to events



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PRODUCT THAT ATTRACTS THE HORSE-OWNER.

On a market morning may be seen many wagons loaded with hay and many bidders anxious to secure the best of it.



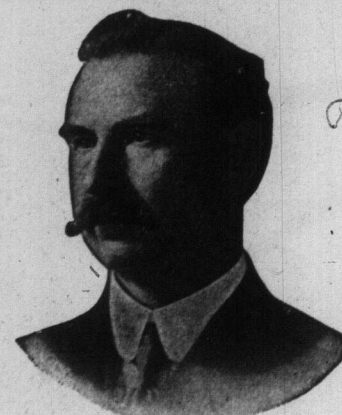
THE CRITIC AT WORK.

Thousands of readers of The Sunday World who have followed criticisms on Canadian literary subjects, from the pen of Donald G. French, will be pleased to get a glimpse of him at his desk. Mr. French has a keen critical faculty, an impartial mind and an entertaining style. He is here seen preparing an article for next week's issue.

whether their sense of security would still be retained if those favored travelers knew exactly what happened on shipboard during a voyage. For my own part I have more confidence than ever in a captain of my acquaintance since I learned that he could tell a

white lie when it was necessary to calm the fears of a nervous traveler. It so happened that one foggy night I was awakened by the sudden stoppage and reversal of the engines. I jumped out of my bunk, went on deck, and was told by the second officer that we had a narrow squeeze. It appeared that we had nearly run down a schooner as she silently crossed our bows and disappeared into the haze.

Next morning a woman passenger, who sat at the captain's table, asked him whether the engines had been stopped and reversed, and he replied: "Yes, we sometimes do this to test the



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engineer's watch, and see if our machinery is in proper order. We do it at right so as to create no excitement. Then he got the woman to describe what she had heard, and asked her: "Did you find much time between the stopping and the reversing?" "No," she replied. "Then," said the skipper, "that showed how well everything was working, did it not?" "When I got the skipper's ear I told him confidently that I didn't think the schooner's engines had worked as well as ours, and he remarked that it might have been worse. Whether he meant the lie or the accident, I didn't enquire, but I suspect it wasn't the lie."—New York Post.