

STARTLING REVOLUTION

In England's Great War Monsters—Ships Will be Driven by Motors—Will Revolutionize Dreadnaughts

Stories of a startling revolution in the construction of future warships come from Portsmouth. It is said that the next Dreadnaught to be built there will have motor engines, and consequently the vessel will be without funnels, boilers, stokeholds, and the other prominent features in steam.

A solution of the difficulty would bring us to the dawn of a new era in naval affairs, and place on the seas smokeless squadrons of great speed, with no funnels to hinder fore and aft gun-fire, and an enormous saving in space, which would be devoted to increasing fuel and ammunition, thus adding enormously to radius and effective range of action.

Gas or Oil Engines? The absence of smoke would be another advantage. The ship would become a smaller target, and thus would have an immense superiority over ships of other classes. It is, in short, impossible to exaggerate the importance of the revolution that it contemplated.

Comes as Surprise. The news of a motor-driven warship has taken the engineering world by surprise, but evidence that the Admiralty have something up their sleeve is the fact that the successor to H. M. S. Orion, on the building slip, will not be commenced until the New Year.

The important point is that nowhere in Portsmouth naval circles is the report of a motor-driven battleship, to be built at an early date, discredited, and seeing how secret are the details of the Admiralty proceedings, since the introduction of the Dreadnaught regime, it is assumed that the statement made is in substance correct.

The Portsmouth Evening News, which gave the first hint of the great revolution in shipbuilding, says: "Regarding our information, we have nothing to add and nothing to take away from the statement made, and our advice to those who doubt or disbelieve is similar to that of a famous statesman—'Wait and see.'"

All British submarines are motor-driven, and their engine horse power has speedily developed up to nearly 600. The chief difficulty has been found in the use of oil fuel. Petrol is very heating, and for that reason cannot be used in engines above a certain horse power; but the Admiralty experts have only lately developed experimentally the use on submarines of crude oil such as is obtained from Scottish shale distilleries.

It is understood the present project is to couple a number of high-power comparatively slow running internal combustion engines using this oil upon one shaft, and to use more than four shafts, with which all the present Dreadnaughts are equipped. The advantage of these engines over steam turbines is immense, for the weight saved can be used in increasing the fighting qualities of the ship and to give her more speed, or heavier armament or armor.

The great obstacle to the use of internal combustion motors on destroyers and unarmored cruisers has been the noise of the exhaust, but this does not diminish the fighting value of an armored ship. Experiments with new motors upon H. M. S. Rattler have proved satisfactory, and the Admiralty seem determined that just as Britain produced the first Dreadnaught so she should have the first motor-driven battleship, which, it is understood, will be laid down at Portsmouth.

What a Motor Navy Means. The proposed use of steam turbines in big ships was at first scoffed at, but after a few months' experiments at the destroyer Cobra and the cruiser Hampshire, the Dreadnaught was equipped with them, and had four propellers instead of two. Motor-driven battleships will bear no smokestacks, will have no funnels, and will need no stokers. Such a vessel will, however, give vent to a horrible smell.

Full three years ago the Admiralty had in view a revolution in the means of propulsion. In 1907 the department of the Engineer-in-Chief had constructed two installations of gas engines of 500 horse-power, with gas producers, which have since been thoroughly tested. Mr. William Beardmore, of Glasgow, contributed much towards the solution of early difficulties, and the Vickers company approached the problem on novel lines. Mr. McKeechie, of the latter company, said they were even then prepared to accept an order for a battleship fitted with this system of propulsion, with all the guarantee incidental to such a contract.

It is claimed that a saving to be made of forty per cent. in fuel, of thirty-three per cent. in space occupied and of twenty-five per cent. in weight. Numerous cylinders would have to be adopted, and the engines might, therefore be heavier than steam motors of the same power, but the gas producer would be lighter than the boiler, and the machinery would be less complicated, and would require the services of a less numerous personnel. It would

thus be possible to concentrate greater force on the actual fighting elements of the ship, both personal and material.

It was recently stated that the Admiralty had given orders for an experimental internal combustion plant of 10,000 horse-power, but engineers have regarded the difficulties as enormous. Yet that they are being solved is clear, and inventive genius is active both at home and abroad. We shall certainly not be outdistanced in this matter. The order which has been given by the Hamburg-America line to Messrs Blam & Voss for a vessel of considerable size propelled by internal combustion engines is proof enough that a revolution is in sight. Even if engines of 30,000 horse-power were required, it would still be possible to save largely in weight and space.

The immediate result would be to add enormously to the fighting power of ships. The absence of funnels would greatly increase the training arc of fire of gun batteries, and the ships would become more than ever floating gun-mountings or enormous capacity. The reduction in engine space would permit larger ammunition supplies and the problem of mounting heavy guns would be greatly simplified.

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A point which has yet to be settled is whether the greatest development is to rest with the gas-engine or the oil engine. Both have enormous advantages over the steam-engine. These advantages include the following:

Funnels will be unnecessary. Stoking will be done away with. The fuel bills will be very much less.

Fewer men will be required. The weight of the machinery to be carried will be enormously decreased. The space which will be saved can be utilized for the mounting of more guns or decreasing the size of the ship.

The range of gun-training will be wider. An important point which must not be lost sight of in any proposal to drive our Dreadnaughts by internal combustion engines is touched upon by a writer in the Westminster Gazette, who says:

"The change is of vast importance to our position as an industrial nation. Nature gave us coal in abundance, and upon that gift we have developed our manufacturing supremacy. How shall we stand if oil is to supersede coal, for oil is only obtained in small quantities in the British Isles?"

A PRAIRIE HEROINE

Heroes and heroines are always supposed to be far off, haloed with distance and seen through other people's eyes, but the truth is that they are our next door neighbors in acquaintances, did we but know it. One of them, so modest that she will not sign her name in "Canada Monthly" (formerly "Canada-West"), tells simply and unaffectedly the story of how she made a home on the prairie for herself and her two boys. It is a story of privation, poverty and struggle, but a struggle in which the indomitable little mother won. This is how she first saw her new home.

"Arthur met me in Swift Current, and after arranging with the man who kept the livery barn, to store our household effects until we could return for them and purchasing some provisions we started for the homestead. This was my first introduction to our faithful oxen, Duncan and Hughes, and fine sensible fellows they were. I soon learned to love them, for so much depended on them; and every night I prayed for them as I did for the other members of the family.

"On the trip out we spent four nights in a tent Arthur had borrowed from a neighbor. On the way we frequently met mounted policemen, who saluted us pleasantly, and an occasional homesteader, but only once on that long journey did we meet a woman. This made me feel rather lonely, but I knew there was a widow living on a homestead only a mile and a half from mine. She had spent the last of a small patrimony to pay the passage of herself and stepchildren to Western Canada, and her husband died before he reached the homestead, and she and her stepchildren were making just such a fight for a home as my boys and I were beginning.

"On the last day of our journey, we came to a rise in the prairie and Arthur told me to look toward a range of hills and try to see a tiny speck toward which he was pointing. I did so, and sighted off the end of his finger, until I saw it. 'That,' he said, 'is your home.'

"I asked the size of the house. 'Ten by twelve,' he answered promptly. 'I had not enquired before for I well knew that whatever was done would be done as well and as lovingly as possible, so although my heart sank, I said no word that would dampen his pleasure in having at last a home of our own, no matter how small.'

Ice melts at thirty-two degrees, wax at one hundred and forty-nine degrees, lead at six hundred and twenty-six degrees, and platinum at three thousand six hundred and thirty-two degrees.

Minard's Liniment used by Physicians.

BETRAYED BY HIS WIFE

Prima Donna Secures Immense Fortune of Artist Husband and Casts Him Out—Allowed Him Small Allowance

Paris, Sept. 11.—Robert Winthrop Chanler, who last June was a millionaire, is now a pensioner on \$20 a month allowed him by his wife, Nina Cavalieri. His dreams of love have been shattered. The former sheriff of Dutchess county, New York, artist, clubman, society man and politician, and the grand opera queen, "The most beautiful man in the world," have parted for ever. Cavalieri has Chanler's entire fortune, and he is in America penniless.

It is learned through friends of Chanler in this city who Chanler was duped by the singer; how she got him to transfer his property to her, and how she flouted him after she married. Many of her escapades with Prince Dolgorouki, a Russian nobleman, since the wedding, are matters of common knowledge among certain Americans now in Europe.

Shortly after the wedding, while Chanler was being caressed and petted by the beautiful prima donna, an English solicitor and a French notary appeared, bringing with them formidable legal documents.

Taking the documents from the solicitor and the notary, Cavalieri ran up to Chanler, threw her arms around his neck, kissed him, and told him he must sign the papers before she could marry him. She explained to him that by signing these papers he would be transferring all his fortune to her. But she also told him what excellent care she would take of him; how she would live with the one thought of making his life happy, managing his fortune and keeping him from all the annoyances and cares of business life, leaving him free to paint pictures and love her to his fullest extent. Chanler signed the documents and transferred everything he possessed, even to his interest in the alimony fund, to the prima donna.

Two or three days after the wedding Chanler began to see things in a different light. He had been spending his time on enormous mural paintings. He did not sell many of these paintings, and Cavalieri thought that this was energy wasted.

One morning after Chanler had finished his coffee and rolls the fair Nina, who now controlled the purse strings, announced that thereafter Chanler would be allowed each month 100 francs, or \$20. She closed the door and lodged him, but out of this she had to pay his valet, was to buy his clothes and meet those hundred and one little expenses he had always incurred.

Once married to Chanler and in possession of all his property, Cavalieri, it is said, famed near her name for Prince Dolgorouki. Her neck had not time to become accustomed to the matrimonial yoke before she communicated with Dolgorouki, and rushed across Europe to her side, where he has been ever since. When the prince appeared on the scene Chanler had to take a back seat. He was only Cavalieri's husband. When Cavalieri left the hospital recently, she went to Cobourg, near Trouville. Her son, her brother Orastes, Prince Dolgorouki and several maids accompanied her. Chanler followed a few days later, and when he found Prince Dolgorouki there he gave up in disgust, and after a long conference with his brother, William Astor Caanier, started for America with Mrs. William Astor Chanler and Mrs. Ashley, the latter's mother.

Brandon City Hall. BRANDON, Sept. 12.—The city hall, which was declared unsafe last spring and has since been closed, has been patched up at a cost of about \$1,000 and will be re-opened by a theatrical company this evening. There was a proposal to rebuild the city hall at a cost of \$20,000 some time ago, but the bylaw for that purpose was defeated by the ratepayers and minor repairs were decided on to make the building safe for the present. Eventually, however, permanent repairs must be made or a new hall built. The work that has been done is not a very great improvement.

Accident at Prince Albert. Prince Albert, Sask., Sept. 10.—Jas. Coombes, while taking his gun out on a rig last night was accidentally shot in the stomach and it is likely his wound will result fatally. The accident happened near Davis Bridge, and Ald. Hamelin and A. E. Doak, who were passing in an auto, picked up the wounded man and brought him to the hospital here.

An admiral of the fleet of Great Britain has a salary of \$10,950.

Monument to Tilley. St. John, N. B., Sept. 8.—The monument to Sir Leonard Tilley was unveiled in King Square this afternoon before several thousand spectators. Premier Hazen unveiled the statue and paid a warm tribute to the man who fought so hard for Confederation. Hon. Wm. Pugsley spoke at length, and took of his association with Sir Leonard in politics. Sir Sanford Fleming also spoke briefly. Other addresses were made by Mayor Frynk and J. A. Belyea, of the committee in charge. The monument is in a commanding position at the head of King Street and is a magnificent piece of work.

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New Cardinals

There is expectation in Roman Catholic circles that Archbishop Bruchesi will be made a cardinal, partly in recognition of Quebec's devotion to Rome and partly in recognition of Mr. Bruchesi's distinguished services at the Eucharistic Congress. The granting of a red hat to the venerable Archbishop of Montreal would be considered a remarkable honor by his coreligionists. The United States with its score of million Roman Catholics has only one cardinal, namely, Gibbons, of Baltimore. Strong influence is being brought to bear to have Archbishop Farley, of New York, and Archbishop O'Connell, of Boston, made cardinals. Archbishop Ireland, of St. Paul, a very popular man, expected promotion a year or two ago, and there was some political trouble as to the supposed wishes of President Roosevelt in the matter; but Archbishop Ireland's name is no longer mentioned.

It has been said on more than one occasion that Pope Pius is determined to make Archbishop Kennedy, for five years rector of the American College in Rome, a cardinal in curia, which means that Mr. Kennedy would receive the most reserved, for cardinals are not passed out as easily as knight hoods or civil honors. The membership of the College of Cardinals is limited to seventy, and new cardinals are created only when death creates a vacancy. Fully four-fifths of the cardinals are Italians or Spaniards those chosen at the last consistory in 1907 being Gasparri, Lucon, and Renaldini, Delal and Aguirre. It was on this occasion that Archbishop Farley and Ireland were considered for transferring all their figures were considered Merly del Val had stated only a few months before that the time for granting another red hat to the United States had arrived. It may have been the difficulty of choosing between the two that prevented either from being elected.

It is expected that there will be a consistory some time in November, but even this much is uncertain, for only the Pope's wishes are consulted in the matter, and though there are vacancies in the college to be filled, it is quite possible that another year may elapse before the consistory is summoned. The function of creating a cardinal is an extremely imposing one, and centuries ago gave rise to the expression, "Kissing the Pope's Foot." It is thus described by Henry Barret Chamberlain in the Chicago Record-Herald:

"Bourne in the crimson and gold 'Sedia Gestatoria' by bearers in crimson doublet and hose, followed by the Swiss Guard in the famous red and white uniforms, and chamberlains in Spanish costume, by pontifical advocates, by minor officials, by bishops and prelates to the throne, the Pope received each cardinal in turn and listened to an address in Latin.

Then, led by Cardinal Merry del Val, these new cardinals, who had already taken the oath in the Sistine Chapel, approached the Pope through three low bows, knelt, kissed the cross embroidered in gold on the red velvet case which the pontiff held in his right foot, kissed the pontiff's hand and his cheek, and returned to a bench on the left, where each in turn received the embrace of the whole college."

Again each new cardinal kneels before the Pope, and the cape of the pontiff is drawn over each in turn by the Master of Ceremonies, while the Pope suspends over his head the bread-brimmed hat which is never worn, but is often bequeathed to the church in Rome of which the cardinal is appointed titular on his creation. Two days before the public consistory there is a secret consistory, in which the Pope "closes the mouths" of the new cardinals with the words, "I close your mouths that neither in consistory nor in other functions of cardinals may you be heard." Then, in a similar phrase, he "opens their mouths." In public the cardinal is chiefly distinguished by the red cosack and mantle, and the scarlet baretta, or four-cornered hat, or be retina, a skull cap. The old-time red hat, a striking composition of silk and tassel, is no longer worn.

The origin of the Cardinals' College is somewhat obscure, and until Pope Sixtus V. issued his bull in the 16th century fixing the number of members at 70, it varied considerably. The word "cardinal" is derived from the Latin word, "cardo" a hinge, and is in everyday use in the sense of a principle on which a question may be said to hinge.—Mail and Empire.

Roosevelt vs. Sherman. New York, Sept. 11.—With the return today of Theodore Roosevelt from his western tour the struggle between the old guard and the progressive force of the Republican state convention looms larger upon the political horizon, both sides have been conducting a quiet campaign for delegates during his absence and the result of Thursday's primary in New York, Buffalo and Rochester will in a large measure determine whether the selection by the State committee of Vice-President Sherman as temporary chairman shall be ratified or rejected in favor of Roosevelt. Leaders of both factions profess confidence in their ability to win the support of a majority of the 1,015 delegates to the convention of the twenty odd counties in which delegates have already been chosen; 122 are said to favor Sherman, and 109 Roosevelt. Second and third class cities will hold their primaries on September 13th.

The crown of Portugal is valued at \$6,500,000 a world's record for crowns.

St. Patrick is said to have chosen the shamrock as Ireland's emblem A.D. 533.

DEFENDS HIS RAILROADS

J. J. Hill Issues a Strong Statement Refuting Aspersions by Henry—Uses Strong Terms Towards Californian

Winnepolis, Minn., Sept. 10.—Jas. J. Hill, of St. Paul, chairman of the board of directors of the Great Northern Railway, gave out a statement today in answer to certain parts of an address delivered by Francis J. Henry of San Francisco, before the National Conservation Congress in St. Paul on Thursday. In his address Mr. Henry assailed "big business" in general and Mr. Hill in particular. Mr. Hill prefaces his answer by saying that certain statements attributed to him in the public press to Henry are "so recklessly and maliciously false that they cannot be passed with silent contempt."

His statement follows: "Mr. Henry was talking about matters long on public record. It was his business to know, and it is fair to assume that he did know facts. Having willfully falsified them, responsibility rests upon him and his sponsors. He says: 'We gave to Mr. Hill 60,000,000 acres of land, a strip 2,000 miles long, 40 miles in width through the Territories and 20 miles in width through States. This was worth at a fair price \$100,000,000. This has not a rag of government land to show for it. It would not be true to say, if the government had made a grant to the Great Northern, that it gave the land to Mr. Hill. But it did not. The Great Northern did not receive a dollar in money or an acre of land from the federal government.

"Not only was the Great Northern built from the western boundary of Minnesota to the Pacific coast without federal aid but it bought a right of way through all the unceded lands, from the middle of North Dakota to the eastern slope of the Rocky Mountains at a price fixed by a federal commission. The Great Northern is the exact reverse of the situation in the hands of one Andrew Barton, who with Andrew Wood was one of the commanders of the fleet of James IV. of Scotland. These men voyaged under letters of marque and were remarkably impartial in their attentions.

However, the government of the day took no notice of their surreptitious and at last the Earl of Surrey took matters into his own hands and fitted out two ships at his own expense and set his own sons—Lord Edward and Lord Thomas Howard—in command of them. Barton had two ships with him but they were scattered by a storm. The same thing happened to the 'Howards' ships, but in the end Lord Thomas fell in with Barton himself and his brother with the other Scottish ships.

Stout fighters as the Scots were the result of the actions was to add two ships to the navy of 1511, one, Barton's own ship, the Lion, of 120 tons, and the other the Jenny Pedwin, or 70 tons. Barton himself was killed and the affair led to war and the battle of Floden. King Henry's answer to James IV's complaints of the attack on Barton was to the effect that 'punishing pirates was never held to be a breach of the peace among princes.'

Curiously enough another Lion was taken from the Scots in 1547, but she received such severe punishment at the hands of the Pansy that she sank off Harwich before she could be carried into port.

The first Lion actually built for the navy dates from 1536. She was a vessel of 140 tons, but carried no fewer than fifty guns, two of brass and forty-eight of iron, but it is doubtful if any of them fired a shot of more than twelve pounds weight. The heaviest shot in use fifty years later fired a shot of only sixty-six pounds. The Ark Royal, of 800 tons, flagship in the armada campaign, mounted only four of these. During the next two centuries we find all sort of variations on the name which Viscountess Clifden gave to Devonport's cruiser recently.

There were "Red Lions," "White Lions," "Golden Lions," "Rose Lions," "Two Lions" and whole broods of "Lion's Whelps," these last frequently built in batches and numbered, like the torpedo boats of today. Among these, however, one particular "Golden Lion" stands preeminent. She was built in 1682, had a tonnage of 500 and was manned with a crew of 250 men, thirty being gunners, seventy soldiers and 150 mariners.

Her armament consisted of sixty pieces of what in those days passed for ordnance. These were four "dem-cannon," the weight of the gun being 4,000 pounds and of its shot 300 pounds; 17½ pound shot; fourteen "dem-culverins," 3,400 pounds in weight and firing a nine pound shot and nine 1,400 pound "sakers" with a five pound shot. These constituted the "heavy armament." In addition there were light "fowlers," sixteen "fowler chambers," and one "falcon." The longest ranging gun was the dem-culverin, which was effective at twenty score fathoms.

The Golden Lion is often referred to without the gliding adjective, and when she was rebuilt in 1699 it was officially discarded. She sailed with Drake to Cadiz in 1587 to singe the King of Spain's beard, much against the inclination of her skipper, one William Borough, "a distinguished navigator and hydrographer, but no warrior." Drake's plans struck him as pure madness and he did little to further the operations.

The result was that Borough was

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LIONS OF BRITISH NAVY.

War Vessels That Have Borne the Name in History. The name of Devonport's new cruiser is not one of the happiest in our naval annals, although there are few indeed that can rival it in point of antiquity, says "The London Globe."

Four hundred years ago—in 1511, to be exact—English shipping in the North Sea suffered much annoyance at the hands of one Andrew Barton, who with Andrew Wood was one of the commanders of the fleet of James IV. of Scotland. These men voyaged under letters of marque and were remarkably impartial in their attentions.

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WOND S

Procession Follow Streat—To Procession

Montreal, Saturday witnessed spectacle ever the most impressive, the most magnificent, the most religious, the most wonderful streets, thousands of with houses a flags, preceded and members the Sacred Heart altar in Notre transported for great altar at For over six long wended streets. The six abreast, 7 hours to pass in the procession. Altar boys in white, cadets Zouaves with forms, soldiers the thousand scores of choral and varied. From half-guests the Ave answered by sympathetic route. Nothing might add to the day's procession, every possible carry out the a hitch.

The day was ed that over lined the route whip over 1 parade. The Notre Dame mass of color. Proceeding went scores, flower boys, lands of the path, so that bloom that tried.

Flora of the profane and perfume to, cense. The parade from Notre, exactly seven Legate arrived, altar erected. It was a blazer a blazer pressed that is 72 years to stand the aged to cover the entire winals Loure marched all which was ants. The Papal Legat then was a 65th Regime bers and censors and pathway.

The process, then cadets from church and priests and. Among the Sir Wilfrid phye, Lomer Rhode Island and many of.

To Be He Pa Winnipeg have a real Hints of the some time, rumor in first definite hand.

It is also ham-White, cords at the meeting, vinary to g has aroused envy, of a gained the carrying of English ed by behind here, it is pegs will ing this d

Because exhibition startling fact that no way of a been bro here, that owned by air navig ing, but d the lauds liams did For this gers shou est to a n broken.

Minard's Frie

The present officially estimated population of Greater London is 7,537,196.