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THE HOSPITAL FOR SICK CHILDREN

For it Cares for Every Sick Child
in Ontario whose Parents
Cannot Afford to Pay
for Treatment.

The Hospital for Sick Children, College street, Toronto, appeals to fathers and mothers of Ontario for funds to maintain the thousand sick children that it nurses within its walls every year. The Hospital is not a local institution—but Provincial. The sick child from any place in Ontario who can't afford to pay has the same privileges as the child living in Toronto and is treated free.



"HAPPY WITH HER DOLL"

The Hospital has 137 beds and costs \$25 patients—351 of these were from 231 places outside of Toronto. The cost is 1.37 cts. per patient per day, and there were 138 sick children in the Hospital. Since its birth station the Hospital has treated 12,120 children. About 8,500 of these were unable to pay and were treated free.



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Your money can put golden hinges on the door of the Hospital—mercy. Every body-dollar may be the friend of a child. If you know of any child in your neighborhood who is sick or crippled or has club feet send the parent's name to the Hospital. See what can be done for club-foot children. There were 36 like cases last year and hundreds in 31 years.



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Please send contributions to J. Ross Robertson, Chairman, or to Douglas Davidson, Sec. Treas., of the Hospital for Sick Children, College Street, Toronto.

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DRESSING FOR DINNER.

A Habit to Be Cultivated by All Classes of Persons.

"Dressing for dinner" is regarded by some as a piece of arrogance and an evidencing merely a desire to appear superior to somebody else. They observe no dignity in the custom and perhaps do not realize the fact that the change of clothes is consistent with personal comfort and cleanliness, whether the new garments do not befit the evening dress pattern or not. The most important meal of the day affords to those who dine in the evening an excellent opportunity of exchanging their workday clothes for a suit which has been brushed and aired. The bracing effect of a change of clothes is well known. Many a man, being almost too fatigued after an arduous day's work to change his clothes, finds himself considerably refreshed when he experiences a feeling of cleanliness and preparedness for his dinner, and good digestion invariably waits on healthy appetite. The changing of clothes may even thus favorably affect nutrition. Nor need the changing of clothes be the exclusive luxury of the persons who dress for dinner. The hard worked clerk, the shopkeeper and the workman would all be better if they would cast off their workday clothes and put on clean clothes for the evening meal after the day of toil is over. The change freshens the body, gives a gentle stimulus to the wearied hand and head, and a brighter view of things is thereby engendered. The habit is, besides, cleanly, dignified and becoming.—Lancet.

NEEDLESS NOISES.

Maddening Effect of Some Sounds That Assail One's Ears.

It is the needlessness of most noises that renders them insufferable. You sleep very well through the roar of a wintry storm, but if someone has forgotten to fasten a blind and it begins to bang then you are lost. You might as well get up and locate that blind and fasten it first as last. The manifold noises of your steamer's plunge through the night, with the perpetual wash of the sea, unite in a lullaby to which the worst conscience sinks into repose, but a snore breaking from the next stateroom recalls the memory of all one's sins. The rush and leap and incessant but varied grind and clang of the sleeping car become soothing at last, but a radiator, beginning to fizz and click after the steam has been turned off, seems to leave the would-be sleeper no resource but suicide. If you could get at the second engineer and leave him wailing in his gore, you could snatch a few cat naps before morning. But you cannot get at the second engineer after midnight in most hotels. Continuous noises and necessary noises are things you can adjust to, but a noise that is not necessary without a reason, without an apparent right, like the gnawing of a rat in the wall, is what drives so many to perdition.—W. D. Howells in Harper's.

Claude Duval.

This gallant robber of men's purses and ladies' hearts was of French extraction. Duval became so rich with his ill gotten gains that he was enabled to retire from the profession and return to France. But a quiet life, free from the excitement of his old career, did not agree with his adventurous spirit. He returned again to England and resumed his avocation. At length he was captured at the Hole in the Wall, in Chandos street. While in prison awaiting his doom many ladies of position visited him and endeavored to obtain his release, but justice was inexorable, and he was hanged at Tyburn in January, 1870. His epitaph in St. Paul's church, Covent Garden, speaks of him as "Old Tyburn's glory, England's illustrious thief," and tells us: Here lies Duval. Reader, if male thou art, Look to thy purse; if female, to thy heart. Much havoc has he made of both. —St. James' Gazette.

Bismarck's Recentment.

The Hamburger Nachrichten contributes the following to the stories relating to the relations between Emperor William II. and Bismarck. "If the Kaiser wished to ride alone," said Bismarck, "I could have found no objection. That he drove me away, though, wounded me. If he wanted to get rid of me he should have told me so frankly, and I would have taken six months' vacation. If things got along without me I would have remained away. Otherwise I should have returned. But this! I was nearly thrown out of my house in the Wilhelmstrasse. I had to pack my belongings in haste, for Capri was waiting at the door."

Walter Pater's Way.

I remember telling Walter Pater about "The Story of an African Farm" and the wonderful human quality of it. He said, repeating his favorite formula, "No doubt you are right, but I do not suppose I shall ever read it." And he explained to me that he was always writing something and that while he was writing he did not allow himself to read anything which might possibly affect him too strongly by bringing a new current of emotion to bear upon him.—A. Symonds in Monthly Review.

After Dark.

Mrs. Gayboy (severely)—What time did you get home last night? Gayboy (cautiously)—Oh, a little after dark. Mrs. Gayboy—After dark! Why, it was daylight when you came in! Gayboy—Well, isn't that after dark?

A Greater Light.

Teacher—Which is farther away, England or the moon? Pupil—England. Teacher—Why? Pupil—Because you can't see England, and you can see the moon.

COCHINEAL.

The Way the Tiny Insects Live and How They Are Gathered.

Merry millions of little beetles support the vast cochineal industries. Where the tiny cochineal insect comes from is something of a mystery, but he does come wherever the nopal plant grows and for a long time was thought to be a seed or a floweret of the plant. The living female insect is twice as large as the male, weighs one-tenth of a grain and loses much weight in drying, so that 70,000 are needed to make one pound. During the rainy season many millions of the creatures are drowned or washed off the plants, so that when the long dry summer comes there are but a few survivors on each plant. But these multiply so rapidly that before long the plants are covered. The last act of the female's life is to deposit a large number of eggs, on which her dead body rests, protecting them from the burning rays of the sun until the little ones emerge. In about six weeks after the beginning of the dry season comes the first harvest. The plantations laborers make the round of the nopal with a brush go over the entire plant, sweeping the creatures into a bag. They then are killed by immersion in hot water, by exposure to steam or by drying in hot ovens. The hot water or steam makes them a dark reddish brown or black cochineal. The hot ovens make them a red gray hue or silver cochineal. The females outnumber the males by at least 200 to 1, a fortunate fact for the planter, since the males are of no use to him whatever.

THE CABS OF NEW YORK.

They Are Not an Integral Part of the Life of the City.

The cab is no integral part of New York life. Venice without the gondola were as unthinkable as a woman without hair. No little of London's compelling charm is in its swift rolling hansoms. These things we know. But one can't think of New York in terms of cabs. Once upon a time I was in exile. Only in memory did the great city rise before me, and what I saw was this: Huge canyons of stone and steel, filled with noise and darkness, through which great yellow worms crawled, one after the other, in mid-air. That is the picture of New York that haunts the exile, even as the outlawed Venetian is obsessed by slim black gondolas cutting across lanes of moonlight. Your true New Yorker is a steam projected, electrically carted person. Only in exceptional moments of gloom or gaiety does he ride "in a carriage and pair." He is carriage ridden to a funeral. He cabs it in winy moments, when the fear of God is not in him. There are only 2,000 licensed cabs and hacks on the island of Manhattan. Others there are, of course, plying practically in the dark quarters, but even with these thrown in the reckoning is small. No; the New Yorker is not a cabby person.—Vance Thompson in Outing Magazine.

A College in Bokhara.

There lay behind the great domes and the minarets and the precinct of ancient trees and shaded walks, a grove in the midst of a city, colonnaded in quadrangle by the pointed arches of the students' cells. Under the trees was a sort of summer house or pavilion. Two or three young men were walking in an avenue against the farther colonnade, and on the stone steps of a wide, shaded pool sat several mollahs on their praying rugs. We visited a number of the students in their cells—monastic little brick walled rooms where they live the year around (there are no vacations in the Muslim colleges) and for years on end. It is not unusual for a student after passing the primary school to spend as much as fifteen or twenty years at his higher studies, though usually in such a long course he will go through several different colleges in the order of advancement. Quiet men, these students, mild eyed, patient, often middle aged.

Girl Slaves in China.

A native writer in a Chinese publication remarks: "When a girl is sold in China she becomes the slave of her owner and a part of his property. She no longer retains her freeborn rights, but surrenders them all to the will of those who own her. She receives no compensation for her labor, but is obliged to accept such raiment and food as her owners may be pleased to give her. In cases of tyranny or gross cruelty she cannot appeal for redress. She may be resold, given away or cast off in the streets at the arbitrary will of her master. All freedom is denied her, and she remains a tool and chattel in the hands of her owner until she is sold again or until death releases her from her unwilling fate."

Effects of Deafness.

An ear specialist insists that deafness affects all the senses. He says the reason for this is that the ear is only one servant of the sensory system of the human system. Loss of hearing is really a partial paralysis of the brain, but owing to the smallness of the portion of the brain that is actually concerned, the deaf person is not fully aware of the derangement of the sense of the affected center.

Consideration of a Bystander.

We hold no brief for the motorists, says the Bystander, but we must give honor is due. On a certain morning the other day we saw a circus elephant on the highway. To be exact, it was a circus elephant.—St. James' Gazette.

In the capital of Honduras

the capital of Honduras are made of mahogany, which costs less than pine there.

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(c) 4.15 a.m.—Express, Montreal and points east and south.
(d) 6.40 a.m.—Local Passenger, Montreal and intermediate stations, also points on Ottawa Division via Coteau Junction.
(e) 2.35 p.m.—Express for Prescott, Morrisburg, Cornwall, Valleyfield, Montreal and points east and south.
(f) 2.45 p.m.—Local passenger for Montreal and intermediate stations, also points on Ottawa Division.
(g) 2.50 p.m.—Mail and Express for Montreal and intermediate stations, also points on Ottawa Division.

GOING WEST

(b) 1.30 a.m.—Daily Express for Kingston, Toronto, Buffalo, Detroit, Chicago and points west.
(c) 3.00 a.m.—Local Passenger for Kingston, Belleville, Toronto and intermediate stations.
(d) 11.33 a.m.—International Limited, Kingston, Toronto, Detroit, Chicago and points west.
(e) 2.30 p.m.—Express for Kingston, Napanee, Belleville, Toronto and intermediate stations.
(f) 6.00 p.m.—Local passenger for Belleville and intermediate stations.
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GOING WEST

No. 1 No. 2
Brockville (leave) 9.40 a.m. 3.40
Lyn... 10.10 " 3.55
Sealeys... *10.20 " 4.02
Westport (arrive) 12.30 " 5.40

GOING EAST

No. 2 No. 4
Westport (leave) 7.30 a.m. 2.40 p.m.
Newboro... 7.42 " 2.55 "
Crosby... 7.52 " 3.06 "
Forfar... 7.57 " 3.12 "
Elgin... 8.08 " 3.22 "
Delta... 8.17 " 3.41 "
Lyndhurst... 8.28 " 3.48 "
Soperton... 8.29 " 3.56 "
Athens... 8.45 " 4.25 "
Elbe... 8.52 " 4.31 "
Forthton... 8.57 " 4.38 "
Sealeys... 9.08 " 4.49 "
Lyn... 9.15 " 5.05 "
Brockville (arrive) 9.30 " 5.30 "

*Stop on signal

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