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To
Please!**

and accommodated. Of five cabin passengers. When the steamers took days for a voyage. It was the following year that steam first used as motive power for ships. As those slow ships were the only means of conveying news across the ocean, news of the stirring events in Europe was always six or more weeks old, yet none the less interesting on that account. The paper records events in the struggle between Russia and Sweden and the more important events of Spain against Napoleon, which took active form in this year. The contemporary point of view is the chief interest in these events which have become matters of past history.

In connection with Spain's war against Napoleon there is an appeal to her Cuban colony for financial assistance, the plea of patriotism being very strong. In such a patriotic struggle the appeal was justifiable. One writer speaks of the crown of Spain as the wealthiest in Europe, and that was a strong reason for Napoleon's desire to possess it. Another writer speaks of his wish to overturn every dynasty that had a name older than his own, a motive that has probably escaped most historians.

A contemporary event of some importance was the arrival of the French king, Louis XVIII, in England and his accommodation on one of the estates of the Marquis of Buckingham. Sir Arthur Wellesley, afterwards the Duke of Wellington, begins his glorious continental career by joining forces with Spain, and his first victories are recorded.

While everyone appeared to be opposed to the French in general, there is one Frenchman who gets credit for his compilation of a Chinese dictionary, the first to be published in Europe. Evidently the general excitement did not disturb him in his work as a scholar.

USED AS WALLPAPER
Chinese of Newchang Have a Fancy for Old Daily Journals

The Trade and Commerce Department at Ottawa has received interesting information from his Majesty's consul at Newchang concerning cheap printing paper in China. It seems that in the customs statistics of Newchang for last year there appears as a separate item under the heading of paper an importation of 37,000 cwt. of old newspapers, valued at \$14,618. These old newspapers, which appear to be mostly British, are in extensive demand in the Newchang district for wall paper for native houses and cottages. The local Chinese newspapers have enormously increased their circulation during the year. This is doubtless the reason for greatly enhanced demand for printing paper, both of native and of foreign make of cheap quality.

TO CHANGE CALENDAR
Prominent Canadians Think the Year Should Have Thirteen Months

The Royal Society of Canada wants the calendar revised. A delegation waited upon Premier Borden and urged that he exercise his authority in Canada and exert his influence with the British Government to have the number of months in the year increased from twelve to thirteen, and that each month shall consist of twenty-eight days. This, it is urged, would make them all the same, and would also result in each day of the week occurring every year on the same day of the month.

THE TOWN GREETINGS

PHONES FOR DEAF MUTES

Light Takes The Place of Sound in This New Device For Dumb

How can a deaf mute use a telephone? This question had long perplexed William C. Shaw, a deaf mute, who works in the experimental laboratory of the General Electric Company at Lynn, Mass., and he set himself to the task of solving it. The result is a practical apparatus by means of which deaf mutes can converse with each other or with normal persons at any distance.

Mr. Shaw has exhibited his deaf mute telephone at several technical schools, but it has been received with most enthusiasm at schools for those afflicted as he is.

Instead of sound, light has to be used as the means of communication so "telephone" is scarcely the correct word to apply to this invention. It consists of three essential parts—the sender, the indicator and the receiver, with the electric wires that connect them. The sender is a typewriter. The indicator stands on the table in front of the sender. It consists of a frame about six inches square, in which are mounted thirty-six two-candle power electric lamps, each marked with a letter or figure.

The receiver is a large reproduction of the indicator, being about three feet square and having upon it 36 eight candle-power electric lamps, marked with letters and numbers to correspond with those of the indicator.

The pressing of a key on the typewriter closes an electric circuit which lights the lamp bearing the letter of that key. The receiver may be situated in another house. Beside it is a call lamp.

Now, suppose two persons, A and B, desire to talk over the phone. A on his keyboard in his house presses the call button on his typewriter key- board. This causes the call light in B's house to glow and attracts B's attention. B replies that he is there by pressing the call button on his typewriter and lighting the call lamp in A's house. Then A sends his message, ticking it out upon his typewriter just as he would if writing a letter. The touching of each letter by key is followed instantly by the lighting of the corresponding lettered lamp on B's receiver.

The lamps remain lighted only while the key is pressed down; they go out the instant it is released. It takes a little practice to follow a message that is sent quickly, but after a short time a man can receive as rapidly as one can operate the keys. Of course the apparatus works both ways sending and receiving being done in either direction.

In its present form this deaf mute telephone requires a wire for each of the thirty-six keys, but as there are cables containing that number of insulated wires this is no great obstacle. Mr. Shaw was born in 1860, and became deaf and dumb as a result of spinal meningitis at the age of five. He has been married twice, and has by his first wife a boy of twelve who hears and talks perfectly. His second wife is also a deaf mute. His father, a sea captain, took him all over the world in a vain hope to have him cured. He is on old friend of Dr. Alexander Graham Bell, the inventor of the telephone.

TRACES OF EARLY MAN
Two Races Inhabited North America Before the Indian Arrived

As a result of thirty years of exploration in the Delaware Valley, searching for evidences of the early man in North America, Ernest Volk, a field archaeologist, announces some remarkably interesting findings. He succeeded in tracing three distinct habitations of man in Delaware Valley—the Indian on the surface of black soil; a specimen of prehistoric man termed by the explorer an "argillite man," as he used argillite in the manufacture of his implements, and finally a still older race, the so-called "galena" or "gravel men," who lived before the days when the yellow loam formed the surface soil. "The traces of man in the gravel, far below the surface, were found in the shape of artificially fractured stone, chiefly of argillite and quartz. The bones of Arctic animals, such as the musk ox, and of elk, probably species now extinct, were also found. Most of the specimens mentioned, which prove the three periods of occupation in the Delaware Valley, are on exhibition in the American Museum of Natural History."

FOR THE AUTOIST
Handy New Tool Now an Adjunct to His Repair Kit

A riveting bottle is the very newest thing that has been designed to make motoring more expensive. It is a very useful appliance in the hands of the repairman. It is a tool used for holding rivets when they are in place. Any person who has ever pounded a rivet with a hammer head to the head while someone pounds the end to mash down the little washer that is in place—any such person would be glad to hold a rivet instead of a hammer.

That is just what the riveting bottle is—a piece of iron to hold a rivet. It is a solid, heavy iron, too. It is shaped like a hammer and is provided with a set of heading tools for driving rivets.

C. P. R. Purchase

A Nineteen Million Dollar Order And What It Means

In these days of big things, when people talk of millions, where their grand fathers spoke of thousands, the fact that the Canadian Pacific Railway Company has ordered 125 additional freight cars and 300 more locomotives may not attract more than mere passing attention except amongst railway men. And yet this order involves an expenditure of the immense sum of \$19,000,000, the freight cars costing \$14,000,000 and the locomotives \$5,000,000. This is a pretty big amount for any railway, even one like the C. P. R. to spend at one time in additional equipment, especially when costly sleepers and diners or passenger coaches of any description whatever are not included.

If figures are seldom amusing, they are sometimes entertaining, and this latest purchase of the C. P. R. furnishes a few facts that are of more than ordinary interest. Here are some of them.

The length of a freight car from buffer to buffer is 39 feet, its weight 37,000 pounds, and its carrying capacity 80,000 pounds. The length of these locomotives from pilot to buffer of the tender is about 69 feet, and its weight, in working order, 175 tons. Each tender carries 5,000 gallons of water and 13 tons of coal. Each locomotive is of 15,000-horse power, and can haul on a level at least 75 cars, on an average of 50 cars over the whole system.

String these cars in one long line and they would reach a distance of 92 miles from Montreal more than half way to Quebec.

The 12,500 freight cars would make up 250 trains, and if they were to start, say from Calgary, at intervals of one hour, running on a regular schedule of 20 miles an hour, nearly ten days would elapse between the dispatching of the first and last train. When the last train left Calgary, there would be a grand procession, from the Rockies to the Atlantic and 2,000 miles out on its depts, if it were possible to extend the rails on the ocean and that is two thirds of the watery way to the old country. The 5,000 mile parade would practically reach around one fifth of the globe. The distance from Calgary to Montreal is 2,251 miles, and the run would occupy four and a quarter days. If the cars were unloaded promptly, the first train could reach Calgary on the return trip, two days before the last one had been dispatched east.

Each car carrying 40 tons, the total capacity of the new cars would be half a million tons, more than enough cargo for 50 ships of the largest cargo carrying type in the world, which has a capacity of 10,000 tons.

The motive power of the 300 new locomotives aggregates 450,000 h.p. enough to run 64 Angus shops, the largest of their kind in Canada, or the machinery of factories that would keep nearly four hundred thousand persons employed.

The trains themselves, with the "runs" averaging, say, 125 miles, between individual points would require 17 crews of five men each, between Calgary and Montreal, a total of 85 men, and the 250 trains would need an army of trainmen, 22,250 strong, if each crew were to make a single "run."

And this is but one purchase of the C. P. R. When one enters upon calculations about this year's entire freight equipment, some 65,000 cars, on a similar basis as that mentioned, a good deal of arithmetic has to be indulged in. They would make up into 1,300 trains, and it would occupy nearly eight weeks between the departure of the first and the last of them from a given point. They would stretch out 26,000 miles, and encircle the globe at the equator, where Mother Earth swells out to her largest circumference, 25,000 miles. They would

**ADVERTISE
IN THE
"GREETINGS"**

**Envelopes
Printed at The
Greetings Office**

reach across the continent

America, from Halifax to Vancouver, over seven times. And they have a carrying capacity of 2,000,000,000 lbs. on the one trip, and with 125 additional freight cars, 2,000,000,000 lbs. of tons were carried during the year.

All of this shows that the C. P. R.'s equipment is something colossal, and that its \$19,000,000 purchase means a great deal more than appears on the face of it.

State of Ohio, city of Toledo, ss.
Lucas County, ss.

Frank J. Cheney makes oath that he is on senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of One Hundred Dollars for each and every case of Catarrh that cannot be cured by the use of Hall's Catarrh Cure.

Frank J. Cheney,
Sworn to before me and subscribed in my presence, this 6th day of December, A. D. 1886.
(Seal) A. W. Gleason,
Notary Public.

Hall's Catarrh Cure is taken internally and acts directly upon the blood and mucous surfaces of the system. Send for testimonial free.

F. J. Cheney & Co., Toledo, O.
Sold by all druggists, 75c.
Take Hall's Family Pills for constipation.

MR. P. C. LARKIN, THE WELL-KNOWN Toronto merchant, has just returned from a lengthened tour of Europe. He has made a careful study of the entry in Britain and Germany over the navy and has come to the same conclusion as have many others who have studied the question, namely, that the ill-will and the entry for more ships are due in a large measure to the tactics of those industries associated with the manufacture of articles needed during war. Among some of the great combines interested in the war game may be mentioned the steel trusts, the beef trusts, the Birmingham gun makers, the powder manufacturers, military clothing manufacturers, and all the heterogeneous mass who grew rich on other people's miseries. The best class of citizens, men and women, should use their influence to prevent the selfish greed of a handful of the people forcing two professedly Christian nations into war.

All Tied Up
For want of help. Our Classified Want Ads. will untie the knots. We make this a good paper so that intelligent people will read it, and they do. Isn't that the kind of help you want?

THE UNITED STATES SENATE, by exempting American ships from tolls on the Panama Canal and thus striking a blow at the letter and the spirit of the Hay-Pauncefote treaty, has ignored the British protest and stirred a feeling of resentment among British people. During the debate Senator Root, a statesman of high type, declared: I know of no higher rule of ethics than that which requires nations to observe good faith in relation to their treaties." The same attitude is taken by many of the leading newspapers of the United States, while the Conservative press of Canada cite the incident as another bit of evidence of Canada's wisdom in not entering into a reciprocity agreement. That, however, is not the question for that agreement could have been terminated by either party at any time. The real forces at work in the present instance have been the American railroads. The American shipping industry is of almost negligible importance, therefore if foreign shipping can be crippled by high tolls the railroads need have little to fear from the competition of the canal.

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