

WITH THE KING AT SEA

ROYAL YACHT VICTORIA AND ALBERT A FLOATING PALACE.

His Majesty's Day When Cruising—How the Time is Spent—Yachts Elaborate Fittings—Crew Are All Picked Men—Lower Deck Must Be King Edward a Good Sailor—Carries No Armament Aboard.

Many of the rulers of Europe spend their summer vacations on long cruises. King Edward and Queen Alexandra are satisfied to drift idly around the British Isles on their magnificent yacht, the Victoria and Albert. This sort of life is just about as comfortable and peaceful as life in Buckingham Palace, but the King, although he is a good sailor, prefers the steam yacht to a sailing vessel.

There is a conspicuous absence of arms and armor on board the Victoria and Albert, unlike the German Emperor's Hohenzollern, which is practically a second-class cruiser carrying a formidable armament of 4.7-inch guns.

The Victoria and Albert is a marvel of elegance and luxury, says the New York Sun, being in the most literal sense a steel floating palace of some 4,000 tons burden, propelled by twin screws. She is a little smaller than the Car's Standard, but far more sharply being of the clipper type, with fine schooner bows and an elliptical stern.

Her engines develop 12,000 horsepower and are capable of propelling the yacht at 21 knots. The graceful bows carry a "head" consisting of a gilt crown surmounting a shield that bears the royal coat of arms and supported on either side by a foliated ornament in which the rose, thistle and shamrock are introduced.

From her graceful masts to the stately hall of royal blue and gold the Victoria and Albert is a real home on the sea, with spacious drawing rooms, bonders and business offices that would do credit to Buckingham Palace itself.

One Day at Sea. King Edward's day at sea commences at 8 o'clock, when His Majesty rises to a light breakfast of coffee, rolls and an underdone chop. After breakfast the King's morning is devoted to state affairs and to matters attended to by secretaries under the King's own direction. He himself rarely appears upon deck much before noon, but at this hour he will select a shallop and upon the promenade deck for his morning cigar.

London is served at 2, and the afternoon is devoted by the King to a novel or a game of cards. It is interesting to note that His Majesty has a keen appreciation of the hardy work and those of Marie Curie. As a rule dinner takes place at 8 o'clock unless there is a formal function at which guests of high rank are present. In this case the meal is served one hour earlier.

Afterward King Edward joins the gentlemen of his suite in the smoking room, and as a rule the evening is spent in the study. Both the King's and Queen's favorite rooms on the yacht are found above the upper deck. They are furnished with the most luxurious and elegant furniture, and are furnished with the most luxurious and elegant furniture.

Officers and men of the Royal Yacht are commanded by a commander in chief, and are divided into two divisions. The officers are divided into two divisions, and the men into two divisions.

To be drafted into the royal yacht is an honor much sought among officers, petty officers and men. They are used to among the lower deck hands a seaman named Hall, who was a gutter performer of no mean ability, and very often the King, while strolling along the decks after dinner, would say to him: "Come along, Hall! Bring your guitar aft as it has us here a time."

The Queen's bedroom is much larger than the King's. The furniture is of satin wood, with silver fittings, and there is a stately canopy bed from the ceiling. The color scheme throughout is a soft green. The dressing room is surprisingly large and has an immense bath of snow white Carrara marble, with dressing tables of inlaid satin wood, fitted with front of side mirrors.

Just opposite the royal sleeping quarters is a magnificent Louis XV. drawing-room done in blue silk.

LEAN YEAR FOR ONTARIO.

Because of Scarcity and High Price of Feed.

Under the caption, "Lean Year for Ontario," the Weekly Sun says: "Roughly, we have nine million acres devoted to the various field crops grown in Ontario of this total, about three million acres are in hay, and two and three-quarter millions in oats. Thus with over sixty per cent. of our entire acreage given in field cultivation in these two crops, and these two main crops are the poorest in many years. Hay will not give over two-thirds of the tonnage per acre that it has been harvested in recent years—probably not over half. Oats are likely to be nearly 25 per cent. below the average yield, and this is equivalent to cutting of twenty-five million bushels on this one crop alone."

On the other hand, the hay which has been harvested has been unusually well saved, and corn, which can be largely substituted for hay, has of late been making splendid progress, while the area in this crop is larger than usual. There is only about one-third the acreage in corn that we have in hay, but the tonnage per acre is six times as great in one case as in the other. If we have an open fall, the percentage of full maturity of the corn, the increase in yield in this crop may pretty well offset the shortage in the other coarse fodder.

Peas, which had been steadily declining in acreage up to 1904, have since shown a rapid increase, and the area in this crop in the present season will probably be one-fourth greater than that of three years ago. At present, the promise is for an excellent yield in peas. Barley again, of which we will probably have 800,000 acres this year, seems as if it will be somewhat above the average in yield per acre. If the harvest had been a normal one for all fall crops, we would probably have had eight hundred thousand acres in this crop, and a great deal of the wheat has been drilled in with barley, and this, which means a shortage in flour, will add considerably to the available supply of feedstuffs. But, as the allowances are made, there will undoubtedly be a material shortage in feed in 1907, as compared with recent years.

So far as grain is concerned, Ontario will, as our correspondent writes, have practically no surplus for export this year, but dependence in products for sale will be on butter and cheese, bacon and beef cattle, and the cost of making these will be higher than in any other year, the high values which will undoubtedly be placed on feedstuffs.

As for whole, this will be a lean year for Ontario farmers, but it is a year for the consumer.

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PAIN

STUDY OF HAND-MADE LUMBER CAMPS.

La Presse of Montreal in a recent issue devoted three pages to a thrilling story of hardships said to have been encountered in the lumber camps of the Ottawa Valley, and Driftwood City, in New Ontario.

That lumbermen are half starved, robbed of their wages, ill-treated by their foremen and threatened with fire arms if they dare resist is hard to believe.

Still that is what a reporter of La Presse, who spent two weeks in the wilds, declares to be true. He interviewed a large number of shantymen before they reached the camp they say they had to travel 600 miles with dry bread and cheese as their only food. During their long trip on a slow train they were not even given water to drink.

Before arriving at camp after tramping through the woods for miles without food they were relieved of their written contracts and subjected to altogether different treatment.

The men say that the company will not take cash to settle any indebtedness for board, railway fares or any other expenses, but demand that the men work till they have earned up all kinds of charges to keep the men at work.

A party of workmen once tried to escape, but were run down by private detectives and marched back to camp under cover of guns.

Food of a bad quality is supplied, they say, and scores of cases of exorbitant charges for necessities of life are recorded. The price even of postage stamps is increased.

Driftwood wanted to purchase rubber boots before they started to work in the woods. The company refused to let them have any, however, before they had earned them in work.

The men say that the company has the clerks tried to disperse the crowd with revolvers. The Italians drew the first shot, and some of the men were wounded. The company furnished the footwear.

Hon. J. J. Poy was asked if his story was true. He called to the attention of La Presse.

He said it had not, but some time ago he had been in the woods near the Dominion Government regarding the treatment of a number of Abenaki Indians.

Admiral Lord Charles Bessford, in a recent speech, gave a breezy description of the characteristics of Scotchmen and why they succeed in life—a description of which was the more interesting that it came from an Irishman, says P. T. O. The Scot, said Lord Charles, is one of the most interesting men in the world. He has the greatest attention to detail. He has proverbial honesty of purpose. He has the strongest string in his dealings. He has indomitable energy. He is a very business-like man. He has exceptional ability so far as mechanical skill goes. These characteristics are the characteristics that have brought the Empire to the place it occupies at the present time.

Lord Charles Bessford, said that Englishmen and Irishmen have similar characteristics, but these distinctions are essentially Scotch, and that is why Scotchmen all over the world have advanced to the highest positions in every sphere of activity.

It was under a Scotsman that Lord Charles served three years of his apprenticeship to the sea as a midshipman; namely, Sir Houston Stewart, who was one of the finest seamen who ever trod deck. Another great admiral whom he remembered in his early days was Sir Alexander Milne, familiarly known as "Sandy." Recently Lord Charles was ever upon business in Canada. One day he saw two trains arriving with emigrants for this country, and he said to the mayor of Calgary: "What lucky people you Canadians are!" because in these trains were the finest specimens of Scotchmen and North of England Englishmen he had ever seen, full of energy and full of go.

Murder Through Ignorance. In the case of the Indian chief and medicine man in the Kewatin district taken to Norway House for murdering a squaw of his tribe supposed to be possessed by an evil spirit, or Wendigo, it appears the prisoners were appointed by a meeting of the band to which they belonged to put an end to the unhappy victim of savage superstition. The woman was sick and afterwards became delirious, and the Indian belief is that when this happens the Wendigo has entered the afflicted person, and if the latter afterwards dies a natural death, the evil spirit escapes to the woods and the game takes flight and disappears and famine results. The report received by the Indian department states that the band assembled according to established usage, and the "high honor" of choking the squaw to death in order that the spirit might remain imprisoned in the corpse was accorded to the chief and medicine man. The two executioners, therefore, placed a piece of canvas around the squaw's neck, with a noosed rope, and lighting the rope the ravings of the poor demented creature were stopped and the band was satisfied that the evil spirit remained safely imprisoned and that the game in the woods would not disappear. News of the affair coming to the knowledge of the police, the chief and his assistant were taken into custody, the band protesting that what had been done was the custom of their fathers, and they did not know it was wrong, and asking for leniency.

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Alleged Ill-Treatment of Men in the Lumber Camps.

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What a Britisher Thinks of Canada's Famous Mining Camp.

Mr. H. Hamilton Fyfe is writing a series of letters to The London Daily Mail on the "Land of the Future," to wit, Canada. Mr. Fyfe draws his picture of the Cobalt mining district.

"It is an easy place to see, Cobalt, for all the big propositions lie close around the lake, which is itself to be burrowed under in the hope that beneath its waters lie rich deep veins of silver. The Right-of-Way and La Presse shafts are within a bicyclist's ride of the station. The Nipissing just across the lake, the University but a short walk, and so on. The miners' wooden shacks, with hotel, restaurant, stock exchange (which is also the theatre), and a few stores all cluster together on one little hill just above the railway track. It looks, of course, like a place that was only started yesterday. Upon the permanence of the vein hangs the question whether it shall grow into a big town, or whether the hillside, now a busy human anti-hill, shall in a few years be deserted again, and the wooden buildings left to rot in silent loneliness. Whatever happens, Cobalt will always be an interesting memory by reason of certain peculiarities which mark it off from all other mining camps. There is no Bret Harle element about it—no Cousin Jacks in red shirts, no promiscuous revolver shooting, no lawlessness, very little gambling, and, instead of all, no drink. I never thought to see a teetotal mining camp, but that is what Cobalt professes to be. The hotel provides no stronger stimulant than ginger ale. At the restaurant you drink water or go dry. There is smuggled whisky in some of the shacks—and capital whisky, too, as I discovered, my prospector being a hospitable soul, even when he found I was not a buyer. But no liquor is openly on sale, and anything like disorder is put down with a heavy hand.

Usually a mining camp is in the wilds, far from railroad and civilization. To this one you can travel in a Pullman car, and it is nothing unusual to see well-dressed women picking their way through the mud, visitors for the day from towns within easy reach. But to mine of long experience Cobalt is a mining camp of the future. They may grumble about the ban on alcohol, but they appreciate the plentiful supply of food as well as the fact that "Tarwater" is only twelve hours off. For "Tarwater," they tell me, is one of the finest jag-places on earth."

READY FOR H'VESTERS. Railways Expect to Handle the Crop Without Difficulty.

At the present moment the western section of Canada is claiming all the spare energies of the Canadian Pacific in preparation for the handling of the harvest. The task is a big one, as even with men packed as close as the harvest laborers travel their special, it means from 45 to 50 big trains to go to them to the West. The passenger department has now busily engaged making arrangements for these trains. But this is only the beginning of the railway problem, and by no means the hardest part of it. For some time past sections of the Canadian Pacific have been securing reports from all sections of the western wheat belt in order to be able to make an approximate estimate of the number of cars required to get the wheat to the lakes. A report has been received from Winnipeg stating that the crop would probably require 150,000 thousand box cars with a sufficient equipment of engines to handle them. This, of course, does not mean that the wheat could be pooled into fifteen thousand cars, but that this number kept on the go as steadily as possible will be enough to take care of the wheat as it is marketed. Owing to the very heavy flow of freight that has been going westward during the past few months, which has been much heavier than the eastward movement, the Canadian Pacific already has almost fifteen thousand freight cars in the West, and by the time the first harvest is harvested there will be a thousand or so more there, so that it is not thought there will be any car shortage that would will any empties be crushed either in other years. This has been a record, possibly the greatest activity displayed during the past twelve months by the Canadian Pacific. It is heavily stocked with china, glass and crockery ware, and running the length of the store, leaped over the high desk and dashed through the window at the rear. The proprietor, who had been standing outside, rushed in, expecting to find that the car had created havoc among the ware, but discovered that the animal had broken only one cup in its hasty journey through the premises. The deer was slightly cut by the window glass but ran through back yards over high fences, and down to the wheat, disappearing in the direction of Albert County. A good deal of excitement was caused by the incident. Game has been very plentiful in New Brunswick, and the sight of moose and deer within the city limits is not infrequent.

COLD STORAGE IS NEEDED.

Why Canadian Produce Does Not Reach Manchester.

James Riddick, addressing the Manchester Produce Association recently, assigned the cause of the decline in exports of Canadian butter to Manchester's lack of a reliable butter cold storage plant to Manchester. He had seen excellent butter cold storage plants in Australia and New Zealand, and thought similar arrangements might be made in Canada. The Canadian authorities appreciated the validity of the complaint, and a Canadian cheese dealer had been shipped in a "dollar state, and were doing their best to resume the export of cheese to Manchester. J. B. Doddall said he desired to assume Canadian English sympathy in the matter. He pointed out that in business matters sentiment was of no avail. R. Graham wished to know the Canadian authorities were disposed to resist in the provision of a cold storage plant in Manchester. He said that the Canadian farmers combined to restrict supplies and to keep the price, Mr. Riddick said it was not the policy of the Canadian Government to establish storage. He said that the Canadian farmers combining, there was no truth in Mr. Graham's suggestion.

Beef Monopoly in Manitoba. Strong evidence has been given before the commission engaged in the investigation of the alleged beef combine in Manitoba. Large railroads were on heavy consignments in cars, and in this and in other ways large dealers have established practically a monopoly, squeezing out the small dealers and causing high prices in the province. The railway commission may therefore be expected to take up the question of railway rebates and deal with it on the same principle of equalizing the conditions that they have applied to discriminations in general freight rates over the Canadian roads from western points to the ocean shipping ports in the east. In regard to the lumber combine in the northwest, which has caused such hardships to settlers desiring to establish themselves and build homes of their own in the new province, the Government of Alberta has taken the matter in hand and has ordered legal proceedings to be taken against the members of the combine.

Notice of appeal having been given by the Grand Trunk Railway against Montreal and Toronto, the new schedule cannot go into force until the appeal is decided by the Supreme Court of Canada. If the decision of that court goes against the company, leave to carry the case to the final tribunal of the empire, the Grand Trunk will be asked for and granted, as the Government also desires the judgment of and permanent settlement of the question. The appeal is of importance for the reason that if the Grand Trunk is forced to carry passengers between the two points named the Canadian Pacific must in self-defense do the same, and public opinion will demand the application of a similar rate to other companies and generally throughout Canada, and will make it imperative.

Posters.

Posters were originally stuck on posts; hence their name.

Plain Food. The man who enjoys plain food, says the Lancet, is miles ahead, physically and physiologically speaking, of the man who would leave his meal untouched if it were not for every item of it. It will impart a most delicate fragrance.

The Largest Serpent. The largest serpent ever measured was an anaconda which Dr. Gardner put the petals in layers in an archaic jar, covering each layer with one of salt. Do this until jar is full. Cover closely and put in a cool place. Leave for a month, then strain off the essence by means of a press. Put essence in a bottle and add a few drops to every pint of water. It will impart a most delicate fragrance.

Rabbits. While not fond of the water, rabbits can swim if they are forced to. They have a swimming position all their own and look queer enough in the water. They keep the hind legs and tail high and dry, while the front part of the body sinks deep in the water.

Wives by Purchase. Wives are still obtained by purchase in some parts of Russia. In the district of Kamyslin, on the Volga, for example, this is practically the only way in which marriages are brought about. The price of a pretty girl from a well-to-do family ranges from \$100 to \$200, and in special cases a much higher sum is obtained. In the villages the lowest price is about \$25.

Fire Killed Wood. Government tests of fire killed timber have demonstrated that this wood is good and should be considered as thoroughly seasoned timber so far as its use is concerned.

A Canning Cricket. A hunter in tropical regions tells of seeing a cricket pursued round the trunk of a tree by a lizard. Suddenly the insect settled itself in a small depression in the bark, spread out its wings slightly and flattened itself so that the lizard actually crawled over it and went away without ever knowing what had become of it.

Ocean Drift. A box thrown overboard by the steamer Hunter was picked up twenty months and twenty-six days later, having drifted in that time a distance of 4751 miles.

Trees and Lightning. Some trees are much more liable to be struck by lightning than others. Thus the oak and the elm are often struck and destroyed, but the ash is never struck, and the beech, it is said, never.

Spider's Web. A web two quarters miles long has been drawn from the body of a single spider.

Silver Deck Fittings.

The entire scheme of internal decorations was carried out under the direct supervision of Queen Alexandra, and no attempt has been made after the gorgeous or elaborate. Even on the upper deck, which is exposed to very severe weather and the action of the salt spray, solid silver is used for the deck fittings.

The various suites are after the 19th century English style, done in white enamel. The necessary warmth and color is obtained in the furniture, carpets and draperies. Thus in the King's private stateroom the carpet is a royal blue, which harmonizes perfectly with the blue Morocco of the chairs. The King's bedroom is very handsome, with its swining bedstead of silver plate without dependents, set in wood furniture and ingeniously contrived stick and sword stands, as well as brackets and shelves and conveniences for the display of photographs and personal souvenirs.

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Bricks From Garbage.

The system of refuse destruction in some of the English cities is beyond criticism. The money derived from the material in many instances more than covers the cost of collection and reduction, and, in addition to this, heat, light and power are supplied for municipal purposes. A notable instance is at Nottingham, England, where a third incinerator is about to be erected which will be much larger than the two existing plants. In that city one of the by-products of the plants is bricks for paving or building. The clinkers from the furnace are mixed with cement and under hydraulic pressure formed into blocks which are said to be harder and more enduring than rock itself.

The Thieving Jackdaw. The Truro City Corporation has been ruffled not a little lately by the persistent disappearance of plant labels from the public park, and has in consequence issued solemn warnings, per placard, to the children who congregate to play there. But the "Whereas" and the pains and penalties recited should not have been directed to the Cornish barns. At a chapel held by a big pile of the missing labels has now been found, under a hole in the roof, conveyed thither by an acquisitive jackdaw "Jack" cannot read the Corporate cautions, but his ignorance of the law has not saved him from prison for its infringement.