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GEORGE ARLISS, IN

## THE MAN WHO PLAYED GOD!

A THRILLING STORY.

HE HELD THE WORLD spellbound at his feet while from his sensitive finger-tips came harmonies that brought the plaudits of the multitude. Monarchs fawned upon him. He won a beautiful girl's wondrous soul. A universe was his. And then—Silence. Despair! Hopelessness! The world forgot. The girl shrank from him. Fate told of affliction greater than his own. Then began the game of playing God. Came peace, joy, a new love, a new, more kindly world.

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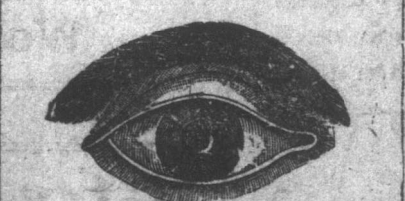
Gas Fires make no work. There is no Coal to carry up stairs, and no ashes to be cleared away. They are ideal for use in daintily appointed rooms. There is no smoke or dust. They also ventilate the room. Enquiries solicited.

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## Fads and Fashions.

Chinese motifs in blue and gold are embroidered on a gown of black crepe velvet.

Quite a few of the finer coats are lined with soft pelts, such as civet. Embroidery in copper shades is used on a gown of beige crepe band with brown fur.

A charming knitted frock has a bodice and skirt in contrasting horizontal stripes.

Shaughnessy,  
Railway Giant

(By FLOYD S. CHALMERS).

Donald Smith conceived the C.P.R.; George Stephen together with R. B. Angus, financed it and Sir William Van Horne built it. The final requirement was a man big enough to run the road, and the man who was chosen was Thomas Shaughnessy.

With the death of Baron Shaughnessy the last of this mighty group of Empire builders passes from the crowded stage of the Canadian development and joins the throng of the leaders of yesterday who will always remain the inspiration of the future.

Someone has said that Van Horne's two great achievements were building the C. P. R. and choosing Shaughnessy to run it. Certainly there can be no doubt that it was Van Horne who brought the silently systematic Irishman to Canada to win for the Canadian Pacific the destiny that its founders made possible. Shaughnessy was the son of a Milwaukee policeman and he worked as a clerk in the stores department of the Chicago, Milwaukee and St. Paul Railway, which Van Horne was running, though other people had the titles. Van Horne nosed his way cut in that canny way of his, much as a newspaperman scents a story and trails it to its lair, and made him general storekeeper.

## Shaughnessy Does The Buying.

When Van Horne told the promoters of the C. P. R. that he would build 500 miles of line during 1882 he sought around for a man who could organize the vast train of supply services; he thought of Shaughnessy, back in Milwaukee and asked him to come to Montreal as general purchasing agent. It was Van Horne's greatest choice. Many of the other men he chose in his lifetime fell down. When he got Shaughnessy, he got the man who was going to build the C. P. R. from a few thousand miles of steel to a vast transportation service of world wide proportions and unique in its conception of service.

From the start, Shaughnessy justified Van Horne's faith in him. As the monster line filled its belly with steel and ties, and lumber and foodstuffs, and thousands of trainloads of other supplies, Shaughnessy kept a continuous stream of new materials rushing westward. Never once was there a delay of a day because Shaughnessy was not on the job.

## He Fixed Up The Creditors.

Before he got through with his job of purchasing agent for the C. P. R. Shaughnessy had become the world's greatest handler of creditors. There was one time—yes, there were dozens of times—when the young railway was fighting with its back to the wall. No one knew where the next dollar was coming from. The Government was sure it was not going to come from Ottawa. The bankers had exhausted every resource—or so it seemed. Creditors pressed on, and frightened by the seeming collapse of the whole scheme, refused further advances of materials. Mountstephen and Angus handled the bankers; Van Horne and Smith, the politicians. Shaughnessy handled the creditors. He spent ten dollars and got a cartload of supplies and repeated the process a hundred times. His engaging frankness made the creditors see the vision of what the C. P. R. could be. Then he told them all bluntly that if they did not supply what was wanted of them they would never get another dollar's worth of business from the C. P. R. Shaughnessy did his part to save the C. P. R. by keeping the supplies running. It is recorded that the Company was never pressed for a lawsuit and that never a note went to protest.

## The Line Is Finished.

Eventually the great grade was finished and the Empire builders stood on the peak of achievement and surveyed their work. Van Horne proceeded to run the road and made Shaughnessy assistant general manager. Shaughnessy had proven himself one of the greatest executives of all time. Van Horne was a builder; not an operator of railroads, and having completed the C. P. R. it became evident that his interest in the road

had subsided, at least a little, from the peak. Shaughnessy had to take on more and more administrative control. Pretty soon he was running it entirely, although Van Horne remained the nominal head. At first Shaughnessy refused to become president. He wanted Van Horne to stay until the C. P. R. had proven itself beyond a doubt. Finally in '99 Van Horne resigned and Shaughnessy became president.

## The Big Growth Comes.

Under Shaughnessy's presidency the C. P. R. came into its real power. It flung itself across two oceans and built its loose woven fabric at home into a thing of harmony and growth. Shaughnessy worked like a giant—though with coolness and courage—to make the Canadian Pacific Railway. He saw too that his work was not only the building of the C. P. R., but the up-building of Canada. As Canada grew the C. P. R. would grow. If Canada went behind the C. P. R. would go behind. It was under the Shaughnessy regime that the C. P. R. became the great national force that it is. If there is any truth in the oft repeated charge that the C. P. R. runs Canada, it is in the fact that wherever the C. P. R. has had a hand in things it has done more for the country than the politicians.

Barratts English medium priced Boots and Oxfords for Ladies' and Gent's at SMALLWOOD'S.  
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## Importance of Sleep

VACCINE TO ENABLE PEOPLE TO STAND FATIGUE.

Speaking on "Fatigue and Sleep," Sir Robert Armstrong Jones stated to a gathering of teachers in London that a vaccine which would enable a person to go through all forms of exertion without fatigue was being tested in the laboratories, and in time would be in the possession of the man and woman in the street. Sleep was more important than food, he declared, and an absolute necessity of life. A bedroom should be the quietest room in the house, and the window was better opened and the bedclothes light yet warm. A temperature of 60 deg. in winter was the most conducive to repose. Every body ought to have at least eight hours' sleep, and a working man ten, and everyone ought to go to bed before eleven o'clock. Interrupted sleep was of very little value as a recuperative. Neuronic fatigue was first established in America by tests with the working bee after it had returned home in the evening with its honey, and with caged cats at which dogs had barked for an hour. Experiments with elementary school children had established that there was such a thing as an initial spurt and an end spurt. A change of occupation or interest would frequently avoid nervous fatigue, because it involved a change in the set of neurons which was being employed. A hot bath or massage at night had a similar effect.

Men's, Boys' and Youth's Garters at SMALLWOOD'S.  
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## Why Fuller's Earth?

What is a fuller? In the Bible we read of a fuller's field, and of raiment so white that a fuller could not make it whiter. So a fuller was a bleacher, and fulling was bleaching.

## Fuller's earth is found only in widely-separated localities in this country, the most famous deposit being at Nutfield, near Reigate. In past times, too, it was mined near Bath for the use of the old wool-weaving towns of Frome and Bradford-on-Avon.

Its ancient use for absorbing the oil in woollen cloths has become almost a thing of the past, other processes being used, but as a toilet powder it is invaluable, and it is still in great demand for clearing mineral oils and in the manufacture of soaps.

## Fashions and Fads.

Black lace over a slip of silver or gold cloth is very popular. Newest payamas adopt Chinese silks as daintiest materials.

Quite a few of the very smartest bobs are shingled in the back. One notices an oriental trend in the drapery of simple crepe frocks. Spiral bands made the skirt of a gown of silver and pink brocade. Bands of blue velvet ribbon trim a ruffled dance frock of white tulle.