

WISE CANADIAN HORSES.

vince during the past winter. A brace of moose hunters, who were camping out in the woods near the end of December last, in the extreme north of Pontiac County, thought they saw a white moose feeding in the scrub near by. Some scientific and painful stalking was done and just as the rifles were being leveled at the game it saved his life, and startled the hunters by giving utterance to a decidedly equine neighing.

It was then joined by a second dark-colored horse from the shadow of the woods, and this one also proceeded to browse upon the twigs and branches. As soon as the men showed themselves, the pair dashed back into the woods and disappeared.

The next day they narrated their experience to a band of shanty men and found that three or four of them had also seen the pair of horses running wild in the woods. At times the pair were accompanied by a big, red mare and a young foal.

The mare was recognized as one abandoned in the woods two years ago. The two horses are supposed to be the team of a lumberman who was drowned.

These animals have managed to subsist upon the beaver meadows in summer, and by browsing on twigs in winter for several years. Who knows but that there is a nucleus here for the raising of a drove of hardy though perhaps stupid wild horses such as are found on the Welsh mountains or in the cold and barren Shetland and Orkney Islands to the north of Scotland?

The wonderful sagacity of horses often avails to prevent accidents in those northern wilds in the early winter. For instance, the writer once started to drive down Bark Lake on new ice at night fall. After ten hours' travel the horse, a very speedy Norman thoroughbred, came to a dead stop, and refused to go forward.

The beast had by her past actions inspired such confidence in her intelligence that her driver, not daring to attempt a turn in the pitchy darkness for fear of losing his bearings, covered her with the sleigh robes, and stamped about on the ice near her all through the longest night in his experience.

When morning came it revealed an almost frozen open water just thirty feet in front of them. At the mare's feet was a man's tongue or cap and a man's body was frozen into the ice, four or five yards away.

Experiment showed that six feet before the sleigh the ice was only three inches thick. Had another step been taken, there would probably have been one more added to the long list of fatalities of the pine region.

The mail carrier on the Gatineau road in the ante-railway days once had a notable experience with a horse. He rode up one very dark night in the late autumn to the Aylwin postoffice and stalked into the little store with his bags, where he was greeted with the utmost astonishment by the crowd around the stove.

"How did you get here?" they asked. "How did you cross the big Hamilton creek?"

"What do you mean? How do I always cross it?"

"Why, man," cried the crowd, "the bridge went out just sundown. There is no crossing there."

The driver laughed incredulously and said he had ridden up the road in the usual manner. To settle the matter the men took their lanterns and walked down to the side of the bridge.

Sure enough the bridge had been washed away, leaving only some of the crib work and the middle logs or stringers upon which the crowd of the bridge covering used to lie. These were about 18 inches wide, extending right across the river, and were being swayed with the current on their uncertain foundation.

And on these logs laid singly end to end were the marks of the mailman's horse's shoes. Over 30 feet of raging water in a night of Egyptian darkness, the horse had miraculously traversed that narrow pathway.

So unhesitating had his movements been that the man on his back was all unconscious of his danger, and unaware of the fact that the bridge had been carried away and that his horse was doing the "blondin act" upon a swinging stinger.

There was not a man in the crowd of observers who would venture to make the same job a next day in broad daylight.

When Dr. Oler's comments came out in the mouthy paper we found it was only a bad case of red flannel, and the laugh was on us.

AIRSHIP A DELUSION.

Lord Kelvin says "aerionauts" flight is a waste.

Lord Kelvin, the English scientist, has arrived in America, with Lady Kelvin, on the steamship Campania. His age, which is more than 80 years, seemed to weigh heavily on him, for he sank on to a bench, brought to him on the pier, at New York, with a sigh of relief, while waiting for his baggage to be unloaded.

All questions put to him he answered.

EMBLEM OF CANADA

THE HARD OR SUGAR MAPLE LEAF AND ITS RELATIVES.

A Queen City Regret That the Silver Maple Was Not Chosen Instead of the Grandest of Nature's Trees—The Dominion's National Leaf Does Not, However, Find City Life Congenial—Better as It Is.

The maple chosen as our emblem is the hard or sugar maple, and although it is the grandest of forest trees in magnitude and beauty of aspect, it is not unnatural in the city, where all maples are on an equality, to regret that the silver maple with its early buds and delicately-outlined leaves, has not been our choice, says The Toronto Globe. The silver maple blossomed three weeks ago in Toronto, and the male buds have already strewn the pavements where the streets enjoy the blessing of sun and shine. As with most of the maples, there are male and female trees, but some are found bearing both sterile and fertile flowers. The flower buds, which have been giving promise of life all through the winter and have come forth to fulfill their mission, are rounder and more obtuse than the foliage buds, which will soon elongate and fall away from the pale, green, downy leaf, taking the shape of these leaves is in their deep, narrow sinuses and long, slender-pointed and sharply-indent lobes. The five main divisions and many sharp subdivisions of the leaf could not be more gracefully outlined than in nature's pattern. Their color, pale green above and silvery white beneath, matches their delicate outlines, and their slender, drooping stems enable them to turn every passing wind, though not with the uniformity of the aspen. This is an early maple, and does not attain the splendid proportions familiar in the woods of eastern Ontario and Quebec. It is not a precocious tree, and the winter buds, both of flowers and leaves, are still dormant on its branches. Both upon about the same time, and while the soft, downy young leaves are shedding the elongated scales that have encased them during the winter, the flowers are developing in yellowish clusters on slender stems. The male and female trees are generally distinct, but both fertile and sterile forms are sometimes found in separate clusters on the same tree. The five-lobed leaf, sharply toothed and divided by rounded sinuses, is familiar as the emblem of the Dominion. This is the tree of the sugar bush, and that Canadian has not something out of his life who does not associate with the "sweet" recollections of his childhood. The smoke of the open fire, the path through the snow, the quivering of the heat, the piece of pork suspended over the great kettle to prevent the sugar hanging over, the dripping spiles and hawwood trough, the looped twig as a tester, and a heterogeneous assortment of kitchen utensils pressed into service for sugaring off, make a harmonious background of memory that always comes with the first announcement of maple sugar, and those who see it with the eye of understanding will pardon the complaint that maple sugar is not like it used to be.

The maple stands in many and varying backgrounds. Perhaps the handsomest grain in the bark of a virgin reveals the occasional discovery of a "bird-eye" stick in the woodpile.

Lord Kelvin was very emphatic while talking of airships, and frequently waved his hands in the air, saying: "Useless! Useless!"

When asked his opinion of wireless telegraphy, his face brightened and he said: "Now, there is an invention that is of some commercial use. The workings of wireless telegraphy are marvelous. I spent four hours in the Marconi room on the ship on the voyage, where the workings of this wonderful invention were demonstrated to me."

"I, myself, sent two messages to a relative in New York, by way of Nantucket, and received a reply from him, everything working without a hitch in the smoothest manner possible. There is no limit to the scope of wireless telegraphy, and you can rest assured that it has not been fully developed yet."

THE DEATH OF CECIL RHODES.

"So much to do; so little done; Good bye!"—Last words of Cecil Rhodes.

"So little done," brave heart, "so much to do!"

Since first the sun and stars looked down to see

The one of nature's mocking mystery, man,

Told the cry of workers such as you: Each stroke and stroke till, sudden, bright

The rich fruition of the striver's plan Shone far away beyond life's narrowing

Shore while the world was waving him adieu.

An age's days may live in fifty years—

To him who dreams no spite of Fate or Chance.

Yet loves both Man and Earth and stars and spheres

Lifts his hand to part of life's romance: And when the footsteps fall of Death's

He hears the feet; he feels the world stay but a breath.

II.

"So much to do," brave heart, "so little done!"

What son of England left a work more

Did that fierce trader-boy who, sword in hand,

Captured the strewn-mistress of the sun Whom only in dreams great Alexander

While India, from Comoros' belt of sand To the guardian Koshim's taints

Acclaims our Clive, your work is but begun.

The century dawn, and race is trampling

Where the white-man's living breezes blow: England is saying: "He won a breathing

For English lungs where skies of azure Freedom is saying: "He gave a brooding

Where, 'neath the Southern Cross, my limbs shall grow: Theodore Watts-Dunton.

A LITTLE NONSENSE.

The Peasant Meant Well, But Failed in His Niece's Expression.

A man who was bicycling in southern England was pushing his machine up a steep hill when he overtook a peasant with a donkey cart.

The peasant beast was making but little progress, although it was doing its best.

The benevolent cyclist, putting his left hand against the back of the cart and guiding his machine with the other hand, pushed so hard that the donkey, taking fresh courage, pulled his load successfully to the top.

When the summit was reached, the peasant burst into thanks to his benefactor.

"It was good of you, indeed, monsieur," he protested. "I should never have got up the hill with only one donkey."

The Late Daniel Defoe.

Daniel Defoe, author of "Robinson Crusoe," was a well known novelist and political writer in England about 1700. He has been described as a patriotic controversialist, honest in his aims, but not very scrupulous in his means. His voluminous writings amount to 210 works in prose and verse, but his fame as a novelist has led to forgetfulness of his labors as a pamphleteer. His style is homely, graphic and personative, and his vocabulary is of almost Shakespearean richness. His novels are autobiographic in form and characterized by an irresistible air of veracity, due to his skillful manipulation of minute and prosaic incidents. Though remembered chiefly as a novelist, he was during thirty years a leader in the fierce partisan strife, by which, under William III., constitutional liberty was established in England. He died in London, April 23, 1731, in the 74th year of his age.

80-Year-Old Debt Paid.

In 1816, the year after the battle of Waterloo, an aristocratic customer of the famous firm of wine merchants, Hedges & Butler, ran up an account of £20. This year, the firm was surprised to receive from the Court of Chancery a check for £25,125, 8s. in settlement of the account, with the accumulated interest.

The customer became bankrupt in 1816. Subsequently, he set aside for the benefit of his creditors £2,000 in the then newly-issued Consols, the value of which, with the accumulated interest, is now greatly enhanced.

The comparatively speedy settlement by the Court of Chancery of the account of Messrs. Hedges & Butler was assisted by the fact that the firm's trade ledgers go back in

Many Want to Rule London Police.

Among the candidates for the office of chief commissioner of the city police in London are one major-general of the army, seven colonels or lieutenant-colonels, three majors and five captains, says The Newcastle (England) Chronicle. The mayor all evinces somewhat analogous posts in the provinces, but the other officers are military men pure and simple. There is also one baronet and one knight among the applicants which goes to show that, although the emoluments of the office are much greater, the post is not so attractive to those bearing titles as that of city marshal, for which recently a couple of peers of the realm sought appointment. The police committee will select five from the numerous applicants, and from these four of common council is to choose Sir Henry Smith's successor.

A Coronation Medal.

Emil Fuchs, a German resident in London, has devised for a British firm a medal to commemorate the coronation, which takes place next June. On one side are the portraits of King Edward and Queen Alexandra; on the other, above, is the Imperial crown, from which rays spread out, and in the rear a view of Westminster Abbey. Britannia sits in front, leaning on a shield which shows the royal arms wreathed with laurel and draped with the Union Jack.

Ex-Mayor Owns a Paul Peel.

Ex-Mayor Alexander Manning has presented to the city of Toronto a very fine example of the painting of the late Prime Minister, Mr. Peel. It is a large picture in oils, and has been hung in the City Hall, in the east corridor, near the Council chamber door. The work is entitled, "The Return of the Harvesters," and depicts a Britanny peasant retiring from the fields, in the red glow of the evening, with his wife and child. The latter are seated on the back of a shaggy pony, the child in front, with its head reaching into its mother's face. The mother is looking down at the child with a smile that is eloquent of maternal joy and pride. The father is crossing a stream, and the scene is a fine physical specimen of the rural laborer, in walking beside the horse, up to his knees in water, and he is looking at his wife and child with an expression of great satisfaction. Over his shoulder he carries a fork and a basket, and the right arm, which he holds tight, is bared to the elbow. It is a masterly piece of painting. The composition of the whole work is fine, the color is rich and glowing, and the technique is of that quality that has made Paul Peel a name highly prized in Canadian art.

OUR FROG FARMERS.

The Industry Is Assuming Large Proportions Near Peterborough.

Frog farming as an industry is assuming large proportions in many parts of Canada. Not only are large shipments of frogs' legs made from this country to the United States, but there is a growing demand for the luxury in many of the large centres of the Dominion.

Some of the most successful frog farms are on the Ontonabee River, in the County of Peterborough. Last year they said to have produced 3,000,000 pounds of dressed frogs' legs and 7,000 living frogs for scientific purposes and for stocking other waters.

The Deputy Commissioner of Fisheries reports that in the past year a number of applications were made to the Government for leases of lands suitable to this industry. No licenses were, however, granted, as it was found that the territory concerned was already being farmed by a number of people.

It is safe to assume that in the very near future such a new and now will be stocked with frogs. All that is necessary for this purpose is to place a few paired frogs in the water. Natural food is always present in sufficient amount for successful growth.

The species considered there to be most profitable, on account of its size, is the Eastern bullfrog, Rana catesbeiana, which reaches a length of more than eight inches. It begins to breed at the end of three years, is very productive, and reaches a marketable size in four or five years.

Only the hind legs are marketed, and they average half a pound a pair in weight. They are worth 50 cents a pound, at times, to the producer, and American dealers take as many as Canada can supply.

RUSSELL'S COAL and WOOD YARD

On hand 100 cords of wood and 100 tons of best steam, house and blacksmiths coal, also spirm and cylinder oils, guaranteed best quality. Orders taken at their office in Farrel building, delivered at lowest rates to all points on the river.

John Russel & Co. Newcastle.

Oct. 8th, 1901.

SEWERS, SEWERS.

To arrive in a few days, one car-load of terra-cotta pipe, suitable for sewer connections. Parties requiring same should leave their orders at once so that the pipe can be delivered on arrival.

THOS. MALTBY & SON.

Newcastle, June 2nd, 1902.

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