

Great Snow War Now Waging in the Rockies to Rescue Passengers Stalled by Gigantic Drifts

How Big Plows and Armies of Men Conduct Annual Battle With Nature



Stalled trains in the Rockies. The upper picture shows a transcontinental passenger train trying to buck the big drifts a few feet at a time. The lower picture shows a snow plow at work, only the headlight and a big cloud of smoke revealing the presence of civilization amid the gleaming white.

[Special to The Advertiser.]

Denver, Colo., March 23.—The great annual battle between man and the snow is on along the Great Divide. The whole snow-fighting army of the transcontinental roads, equipped with batteries of "rotaries," is on one side; on the other is King Winter's field marshal, General Blizzard, equipped with snowdrifts, avalanches and other boreal engines of construction and destruction.

This war lasts from March to May, and it costs the railroads something like \$20,000,000 each year. Costly Batteries to Wage Snow War. Every road that crosses the Rockies is involved, and each must keep snow-fighting crews in the field for months. Each crew must be supplied with at least two rotary snow-plows—a contraption more like a combination ditch digger, steam shovel, stone crusher and garbage reduction plant than like a mere plow. They cost \$25,000 each, and can be put out of business by a mere fence rail or chunk of wood that may get mixed in with the snow, unknown to the pilot of the plow.

That's why they have two—one to go to the front while the other crew is putting new blades in the other. Non-Combatants Get It in the Neck. This war involves not only hard fighting, but also much discomfort, suffering and mental anguish for non-combatants who may be so injudicious as to try to cross the Great Divide when the forces of King Winter are getting in their besticks.

The branch road suffers most. The energy of the snow-fighting army is expended in keeping the transcontinental lines clear.

They tell how the passengers on one local train on a branch line were snow-bound for five days in an isolated place, and how they were forced to subsist for that time on three buckets of oysters, the only edible article found among the express shipments. These they ate without salt, either an natural or toasted over the fire in the baggage car stove.

One Passenger Who Paid No Fare. The passengers of another such train, including a young wife hurrying home to mother, were thrown into an almost unexampled state of excitement by an ill-timed visit from the stork during the time the train lay imprisoned in the drifts, and when the train was finally released it went on its way carrying one more passenger than it had taken aboard—one who had not paid any fare.

Always Fighting Snow on This Road. Still another snow-bound consignment of folks were finally informed that the train that they were on had been discontinued till spring and that owing to circumstances over which the management had no control it would stay where it was till further notice. These folks escaped on foot to the nearest town, the men taking turns in carrying the two women on the train.

The most snow-beset road in the United States is the Denver, North-western & Pacific, now in course of construction. This road crosses the divide at an altitude of 11,000 feet and owing to the cold and the winds that prevail at that height it is only by constant vigilance that the road can be kept clear. Snow plows must be sent over the line every day. In many places the trains pass through clean-cut canyons of packed snow that far over-top the roofs of the cars.

al symptoms as appear in human beings. This demonstration that scarlet fever can be transmitted to animals, has thus, it is claimed, a far more than academic interest, since researches now being made more easily made into this malady.

fect, and the majority of the hotels are very shaky."

London University have scores of fashionable women taking notes. The causeries in the various branches of French history and literature, of which two or three are held every afternoon at high fees, are attended by crowds of fashionable people who listen attentively. These causeries are of a semi-public nature, but there are numberless private assemblies held in West End drawing-rooms to hear instructive papers in French or German or to discuss seriously the leading topics of the day.

REV. CANON CRAIG ON LIFE OF MOSES

Preached in Church of St. John the Evangelist on Sunday.

Rev. Canon Craig occupied his own pulpit at the Church of St. John the Evangelist on Sunday. His evening subject was "The Life of Moses."

The evangelistic services in the Empress Avenue Methodist Church on Sunday evening attracted a great deal of attention. Rev. G. W. Dewey spoke of the "Partiality of God." It was a most thoughtful discourse, thoroughly evangelistic in tone. In the morning the subject was "Consolation for Service." The meetings will be continued during the week.

CHRIST THE DELIVERER

Sermon by Rev. R. Whiting on Sunday Evening.

The evangelistic services in the First Methodist Church were continued on Sunday evening, the pastor, Rev. R. Whiting, preaching a strong sermon

COMPANY WILL PAY ELECTROLYSES BILL

Chairman Pocock Says the City Will Collect for Street Railway.

The bill for \$1,450 presented by the water commissioners to the London Street Railway for damage done by electrolysis will probably be paid by the London Street Railway, although some time will elapse before it is collected. Manager C. B. King, of the company, states that he has not had time to go into the matter. "We have just received the claim," he stated. "We are not in any position to discuss the question as yet, having made no investigation whatever. We have no information on the subject. We will investigate and make a report on the matter."

"Of course, the company will pay," said Chairman Pocock. "They paid the former account, and they will pay this."

"That is our estimate of the damage," said Manager Glauditz. "We will charge the actual cost of putting the pipe in good shape. It may be less than the amount named, but we will collect it, whatever it is."

THE AEROPLANE GUN

Coupled in Siamese Fashion It Does Away With Recoil.

[Canadian Press.]

Fisher's Island, N. Y., March 23.—Some details of the mechanism of the new aeroplane gun which was tested here this week, have been given out by its inventor, Commander Cleveland Davis, U. S. N. The absence of recoil in the discharge of the weapon is due to the fact that "two guns in one" are used, coupled in "Siamese" fashion at the breech with muzzles pointing in opposite directions.

Charged with an equal amount of powder and loaded with projectiles of equal weight, fired simultaneously by electricity, there is no perceptible recoil.

In the test the projectiles showed a muzzle velocity of 1,000 feet a second, or about half the speed of a four-inch shell from a navy gun.

In the tests made here, two light canvas "wings" were arranged close to the gun and delicate springs placed under the stanchions so that recoil could be minutely observed.

LOST CONTROL of His Temper

Once there was a man whose liver was not working right. When dressing in the morning he had trouble with his collar. Then he lost the collar button. Then he said something.

By the time he got to breakfast he was so irritated that he had no appetite and quarrelled with his wife. He went to the office with a headache and when he had some important business to transact he bungled it.

When you find yourself easily irritated and lose control of yourself and your temper, look to the condition of the liver, and take one of Dr. Chase's Kidney-Liver Pills at bedtime.

The dark-brown taste will not bother you in the mornings, the tongue will clear up, digestion will improve and you will not have the tired, worn-out feeling which accompanies a sluggish condition of the liver.

action of the Suffragettes Made Them Unpopular.

London, March 24.—Fashion is powerful, but it is also sensitive. Ten days ago the Dorothy bag was carried by thousands of women and girls in London.

Today few are to be seen, for the suffragettes have given the bag its death blow.

The window smashers found the Dorothy the most convenient kind of handbag in which to carry stones and hide hammers, and now the very sight of one in the streets is sufficient to make its owner an object of suspicion.

The political salon, run by a grande dame, which was once a potent factor in English politics, has long been dead, but English women still take an important and active part in politics. And they do not confine their intellectual activity exclusively to politics.

The number of society women, for example, who are daily attending lectures in London is almost amazing. The most erudite lectures at the

Great Woman's Show BEING HELD IN BERLIN

Empress Victoria Is the Chief Patroness of a Remarkable Exposition.

Berlin, March 23.—More than 14,000 women—live in Germany. This is perhaps the thing of greatest interest to Americans in connection with a noteworthy exposition which has just been opened in Berlin.

Under the title of Women in Business and in the Home, the German Empress is the chief patroness, was planned and is being carried out solely by women, and is devoted entirely to women's work in all fields of endeavor.

The multiplicity of occupations represented is astonishing. Besides German peasant women spinning thread from wool and flax at spinning wheels and weaving it on hand looms into endearing fabrics—all but vanished art in America—are exhibits showing women's work in medicine, in invention, in commerce and trade, in gardening, farming, architecture—in short, in virtually every department of human effort.

Exhibits from Africa. Interesting exhibits from Germany's African colonies show what women are doing in making these far-off countries the homes of civilized men and women; there is a noteworthy collection of paintings by women artists, and everywhere women's work in the world's work.

WHAT IS IT? "Sap of Mexican 'Sapodilla' trees boiled until pure."

"Then it's mixed with juice of fresh mint leaves, the leaves we used to chew in garden or country."

"The flavor lasts because that's characteristic of mint. Teeth are brightened by the friction and mint leaf juice."

"The appetite you develop—your helped digestion and purified breath—are from these mint leaves."

"Chew all you want. It's refreshing and good for you."

Buy it by the Box

of any dealer. It costs less.

Made in Canada

Wm. Wrigley Jr. Co., Ltd.
7 Scott Street, Toronto, Ont.

Look for the spear
The flavor lasts

2A

WRIGLEY'S
SPEARMINT
PEPSIN GUM

THE FLAVOR LASTS

WRIGLEY'S
SPEARMINT
PEPSIN GUM

THE FLAVOR LASTS

WRIGLEY'S
SPEARMINT
PEPSIN GUM

THE FLAVOR LASTS

TRAVELLERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION
BRIDGE AND TORONTO.
Arrive from the East—2:27 a.m.
10:58 a.m., 11:12 a.m., 11:28 a.m.
6:30 p.m., 8:00 p.m., 10:20 p.m.
Arrive from the West—12:00 a.m.
12:45 a.m., 3:30 a.m., 11:55 a.m., 1:10 p.m., 4:10 p.m., 6:25 p.m.
Depart for the East—12:14 a.m.
12:48 a.m., 7:30 a.m., 9:00 a.m., 12:05 p.m., 2:05 p.m., 4:55 p.m., 6:55 p.m.
Depart for the West—3:32 a.m., 7:40 a.m., 11:18 a.m., 11:43 a.m., 1:40 p.m., 3:29 p.m.

LONDON AND WINDSOR.
Arrive—10:23 a.m., 4:00 p.m., 6:50 p.m., 11:55 p.m.
Depart—6:55 a.m., 11:35 a.m., 2:05 p.m., 8:10 p.m.

STRATFORD BRANCH.
Arrive—11:15 a.m., 1:32 p.m., 6:45 p.m., 11:25 p.m.
Depart—6:00 a.m., 10:26 a.m., 12:35 p.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:30 a.m., 6:10 p.m.
Depart—8:30 a.m., 4:40 p.m.
Trains marked * run daily. Those marked ** run daily, except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive from the East—11:28 a.m., 6:10 p.m., 7:40 p.m., 10:52 p.m.
Arrive from the West—4:30 a.m., 12:35 p.m., 5:22 p.m., 8:20 p.m.
Depart for the East—4:38 a.m., 7:45 a.m., 12:45 p.m., 6:30 p.m.
Depart for the West—8:00 a.m., 11:35 a.m., 7:45 p.m., 11:00 p.m.
Trains marked * run daily. Those not marked, daily, except Sunday.

MICHIGAN CENTRAL RAILWAY.
Arrive—7:01 a.m., 11:19 a.m., 6:10 p.m., 9:35 p.m.
Depart—7:20 a.m., 2:20 p.m., 8:35 p.m., 10:11 p.m.

PERE MARQUETTE RAILWAY.
Arrive—8:45 a.m., 12:00 noon, 1:50, 4:38, 9:15 p.m.
Depart—6:05, 7:10, 9:45 a.m., 2:30, 4:15, 17:00 p.m.

To and from Walkerville. To St. Thomas only. All trains to and from Port Stanley, except trains marked with star and dagger.

GRAND TRUNK RAILWAY
Canada's
DoubleTrack
Line

HOMESEEKERS' EXCURSIONS.
TO WESTERN CANADA, VIA CHICAGO
April 2, 16 and 30, and every second Tuesday thereafter until Sept. 17, inclusive.

WINNIPEG AND RETURN, \$34
EDMONTON AND RETURN, \$42
Tickets good for 60 days. Proportionate rates to other points in Manitoba, Saskatchewan and Alberta. Tickets will also be on sale on certain dates via Sarnia and Northern Navigation Company.

Low rates to Pacific coast. Tickets on sale daily until April 15.

SETTLERS' ONE-WAY TICKETS to Manitoba, Saskatchewan and Alberta, on sale every Tuesday in March and April. Full particulars and tickets from any Grand Trunk agent or write E. Duff, district passenger agent, Toronto, Ont.

MICHIGAN CENTRAL
"The Niagara Falls Route."
FOR
New York,
Boston

and other eastern points this is the quickest route. New York connection leaves London 5:35 p.m. (daily except Sunday), leaves St. Thomas 7:25 p.m., on the Wolverine, arriving New York 9:00 a.m. Through Pullman, St. Thomas to Boston via this train, arriving Boston 11:50 a.m.

Tickets and full information at city ticket office, 405 Richmond street. Thomas Evans, C.T.A.; S. H. Palmer, D.P.A.; St. Thomas; L. W. Landman, G.P.A. Chicago.

CANADIAN PACIFIC HOMESEEKERS' EXCURSIONS

APRIL 2, 16 and 30
and every Second Tuesday until
SEPT. 17 Inclusive

Winnipeg and Return, \$34.00
Edmonton and Return, \$42.00
Proportionate rates to other points.
Return limit 60 days.

THROUGH TOURIST SLEEPING
CARS to Edmonton via Saskatoon,
also Winnipeg and Calgary via Main
Line.

Ask nearest C. P. R. agent for Home-seekers' Pamphlet.

COLONIST RATES:
Vancouver, B. C., \$41.05
Victoria, B. C.,
Seattle, Wash.,
Spokane, Wash.,
Portland, Ore.,
Nelson, B. C.,
Los Angeles, Cal., \$41.05
San Diego, Cal.,
San Francisco, Cal.,
Above rates apply from London
daily until April 15.
Proportionate rates from other
points in Ontario.

SETTLERS' TRAINS
—TO—
WESTERN CANADA
Will Leave TORONTO
10:20 p.m. EACH TUESDAY during
March and April.
W. FULTON, C.P. and T.A., London.

Atlantic Transport Every
Line New York to London Direct
First Class Passengers Only.

American Line Every SATURDAY
From New York to
Plymouth, Cherbourg, and Southampton

Red Star Line Every
Saturday
DOVER, ANTWERP AND PARIS
Secure Particulars From
E. DE LA HOOKE, W. FULTON, F. B.
CLARKE or R. E. RUSE, Local Agents.

Traction Company
Hourly Service
Between London and St. Thomas from
7 a.m. to 11 p.m. on week days; from 9
a.m. to 8 p.m. on Sunday. Two-hourly
service between St. Thomas and Port
Stanley. Cars leaving London on the
even hours go through to Port Stanley.
The last car waits for the theatre.

THE MAGNIFICENT STEAMSHIP
OCEANA
14,000 Tons 535 Feet Long
the holder of a speed record that no liner
has ever equalled, first cabin through
out with gorgeous rooms and private baths,
the finest promenade deck in the world, the
best cuisine on the Atlantic and carrying
no cattle or freight, is far the greatest
liner to

Bermuda
NOW
the land that you should see
while the world-famed Bermuda
flowers are in blossom. In this
Paradise you can enjoy driving, cycling,
golf, tennis, boating, ocean bathing, fishing
and every outdoor recreation.
Sailing every Thursday, from New York.
Most Attractive Rates Ever Offered.
Get beautiful booklet maps, chart, etc., from
Bernardo-Atlantic Line, 500 B'way, N. Y.
F. B. CLARKE, 416 Richmond street.