### ANTAGONISM OF THE RACES IS THE WORLD'S GREATEST PROBLEM

From London Nation.

"Difficult as are the issues of class and white labor is one of the stiffest, most prevalent, and most pestilential of economic fallacies. sex, those which crowd upon us in every quarter of the world under the form of race-antagonism appear even less to admit of peaceable and satisfactory solution. This, at any rate, is the opinion of the wisest, soborest, and most experienced student of world-politics among us today," says the Nation.

It is, of course, true that the Empire has no monopoly of them, but Mr. Bryce, returning from recent visits to Canada and Australia, has been deeply impressed with what he accurately terms 'a painful dilemma,' from which he can discover ! satisfactory issue,

No Equality for Non-Europeans. "On the one shand, he finds in all our ardent regard for the Imperial connection and high valuation of Imperial citizenship. On the other, there is no disposition or intention to give any equality of rights or opportunities to British subjects of non-European race, and the full liberties of self-government are brandished in the face of the Imperial Government at the least sign of intervention on behalf of our subject peoples.

'Modern civilization itself, as Mr. Bryce recognizes, has even served to exasperate the stiuation. It is, of course, not the case that race-antagonism is absolutely sharper. The earliest contracts were generally solved by the simple process of When the Trouble Arises.

"Races whose savagery or independence disqualified them for servitude thus dis-The next stage of contact, that of definite slavery had at any rate some measure of stability, and under various milder names of indenture, peonage, and the like, survives in countries which lay some claim to civilization. The new trouble arises when humanity has gone far enough to interfere with the efficacy of these modes of servitude, but not far enough to admit any true equal-

to members of these lower races. "So long, however, as these lower peoples, whether original inhabitants or immigrants were content with such small liberties as were consistent with substantial servitude, and put forward no claims to equality, or even equity of treatment, the relations, though some times difficult, were tolerable. The phenomenon which has definitely put an end to this compromise is the recent awak-

ening of Asia. Coming of the Awakening.

'The Japanese, the Hindu, and now at length the Chinaman, is beginning to The fertilizing streams of capital which realize that the work of the world will flow into the less developed countries of largely be he doing, and he wants more the world for their development require liberty to shape that work according to for their successful operations a his own desires and purposes," says the corresponding mobility of labor. Our Nation "In a word he is not going to tising standard of humanity demands be content to be the mere hewer of that these laborers shall have reason-wood and drawer of water for numericable securities for good treatment, and ally feebler white people whose super- opportunities for participation in iority he does not in his heart acknow- wealth they help to produce. No one seemed extremely valuable to the white communities personal and social conmasters when they brought in slaves or tracts which are repugnant to them. But servants for profitable exploitation. But when they appeal, as they do, to economic now that they bring men who claim considerations as the main defence of rights of free settlement, commercial their exclusion policy, we are warranted competition, and equal citizenship, impointing out that the whole testimony migration takes a very different composition of economic experience is against them.

Hostility to Asiatics.

The great outstanding common feature in the politics of all our Dominions as of the Western States of the Amerlean Union, is the active hostility to Asiatics, and the absolute refusal to admit them freely or upon any terms of equality. Mr. Bryce intimates that, underneath all the other professed objections of physical or moral repugnance the predominant animus is fear of indus-trial competition. The Asiatic question is in all these countries a local aspect of

labor problem. "It is the white workers' dread of a superior 'economic man,' one who can and will do more work for less pay. The notion that the admission of a free flow of efficient Asiatic labor is obviously and necessarily detrimental to the interests of

Admission of Yellow Labor.

'It is as twie of California, or of British Columbia, or of Australia today, that every class of the white inhabitants would be better, not worse, by the free admission of yellow labor. Such regu-lation of pace and quality as good social order requires, must, of course, be conceded; but the idea that these great sparcely-peopled countries would not receive immeasurable benefits by yellow industry is not seriously arguable. After proper allowance is made for some fundamentally physical prejudices, the economic objections must be dismissed as baneful errors, more gravely obstruc-tive to the prosperity of these lands than any others.

A Preposterous Notion. "When Mr. Bryce enunciates as To prevent friction, reduce contact as much as you can,' he is only seeking peace in our time. The policy which our self-willed and short-sighted Dominions are endeavoring to enforce is in essence nothing other than a largescale version of our old English 'Law Settlement,' together with the related restrictions upon freedom of trade and industry. To suppose that in the future the mobility of labor, whose free and easy movement is required for the full exploitation of the natural resources of the world, is going to be stayed by the blind selfishness of little knots of white must in time be realised upon the larger ers upon them and running them scale, as they are upon the smaller Internationalism, just as effective Nation-

More Contracts. "No real solution of the race problem ity of political, economic, or social status world-civilization of the future needs is Cape in point of speed. dividual members, depends upon the insimilate new ideas, new needs, valuations, and standards of life, and to in- of Africa's wealthiest region-the cenorporate them into its own substance.

smaller one.

No Economic Exclusion. Even if we admit the view that sets strict limits to the fusion of races by miscegenation, we cannot admit that the social separatism involved in this refusal warrants a policy of economic exclusion. The new facilities of transport would desire to force upon the white 'It is surely possible to devise modes of settlement for Asiatic immigrants

which shall make their skill and labor available under conditions of liberty which do not involve any closer personal thereourse than is desired by both races. "The society of nations is no doubt at present only inchoate. But as it grows, it will as surely impose limits on the egotism of nations as the latter do upon the egotism of individuals.'

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### RAILWAY TRAINS IN DARKEST AFRICA HAVE ENCOUNTERS WITH WILD BEASTS; CHARGED BY LIONS AND ELEPHANTS

Cecil Rhodes' great dream of an all-British railway through the heart of the Dark Continent is being realized, and rapid progress is being made in that romantic and daring undertaking the Cape to Cairo Railway. Within the next few to Cairo Railway. Within the next few years railroad traveling from the Nile in the Land of the Pharoahs to the Cape in

South Africa will be possible. This vast enterprise has been made possible through the Belgian Government ceded to Great Britain a strip of land in the Congo so that Africa's first transcontinental line will run entirely on British soil from the extreme south of the continent to the far north, a distance of 7.074 miles!

It was Cecil Rhodes' ambition that the railway should traverse British ter-ritory throughout its entire length, but when the Germans annexed the whole of the east bank of Lake Tanganyika, thi plan was apparently rendered incapable of fulfilment. Mr. Rhodes tried hard to present counsel of discretion the ad- wrest a portion of this territory from the Germans and personally approached the Kajser on the matter, but in vain. to the value of the railway, have now agreed to transfer a strip of the Congo to the British flag, thus making the Cape to Cairo project an all British route.

Object Purely Commercial.

Northward the line has crossed into the Congo from northwestern Rhodesta to a place called Elizabethville, 2,320 miles from Cape Town, to which point trains are now running regularly. Then rom Cairo the rails have been pushed southward for a distance of 1,400 miles from Khartum right into the heart of settlers, who will not even consent to the Sudan. If advantage is taken of breed a population of their own, is indeed the upper reaches of the Nile and the breed a population of their own, is indeed the upper reaches of the Nile and the truck a preposterous notion. The sound Liberal great lakes here, the Abert Nyanza and and trust to the weight of the trucks a preposterous notion. principles of laissez faire, laissez aller, the Victoria Nyanza, by placing steamnine hundred miles of rail will need to alism has demanded and enforced the be laid to complete a through communi-

Although the Cape to Cairo Railway will now be British throughout, it must "No real solution of the race problem has provided by reducing contracts and by setting up watertight compartments, either within the limits of the British will never be able to compete with the Empire or in the wider world. What the direct sea route from England to the ed. more contracts, not fewer. For the pro- gigantic backbone it will carry the nerves grass of every nation, as of its in- of commercial life along the continent. promote local traffic and by means of

> Encounters With Wild Beasts. the unfriendly attitude of the nat- prey. ives to contend with and overcome, there have been encounters with lions, elephants and other wild beasts in the rifle ready and the woman sobbing with had to be reckoned with. It was here al- main inactive. But it was too much for our Empire-makers.

ROMANCE OF THE WHEEL;

fire and took medicine (oil) to keep away in the act of making the pass the fever." Lions and other wild beasts an express train came along. gave trouble here. There was a standup encounter once between a llon and a party armed with rifles arrived and dis-

patched the two animals. Lion Charged Engine.

On another occasion a construction train was puffing along with a heavy load of material near Gwelo when a full-grown lion was sighted stretched right across the line and basking peacefully in the sun. In reply to the whistle of the en-The Belgians, however, evidently awake gine the brute looked up lazily, but did not move. The efforts of the driver and him with billets of wood were no better

The train was on the point of coming to a standstill when the lion lost his temper. He took a sudden spring at the engine, seeking in vain for something on its smooth surface into which he could drive his claws and thus secure a foot-

Again and again the beast sprang, falling clear of the engine every The driver then realized that the best thing to do was to go full speed ahead ers upon them and running them in conjunction with the railway, less than -a magnificent specimen-was cut to pieces by the engine wheels. A Scotchman working on the line was

surprised one day to receive a letter from wife in Scotland saying that she had made up her mind to come out and joir him, as he must be very lonely living among the blacks and having no one to cook for him. In due course she arriv

The Scotchman's Wife.

Unfortunately, the house which the ncomplete when his wife arrived. Blancreasing capacity and willingness to as- branches to the oceans on east and west kets were accordingly placed over the furnish outlets for the great future trade doorless entrance and over the window openings and the engineer and his wife retired to rest. In the dead of night they were awakened by the growls of lions e work has been stupendous and it was clear that the brites were difficulties immense. There has prowling around the house in search of

The two sat up in bed by the light

Along this section of the route natives turned out in thousands to inspect this "wonderful animal belonging to the white man that ran on rails and fed on for months until one day the herd were the section of the route native that the route native that the route native native native that the route native nativ for months until one day the herd were

Train Deralled by Elephant. lioness and four native workmen armed the driver endeavored to frighten them only with crowbars and pickaxes. Though off by opening all the valves, making as all the men were badly mauled, they much noise as possible. It failed to have managed to keep the brutes at bay until a the desired effect, and after eveing the locomotive suspiciously for a few minutes a bull elephant decided to charge it. He came at full speed down the road, head lowered, trumpeting viciously, looking the very picture of brute force. The driver at once reversed the engine, but the shock was such that the engine was derailed though not overturned, and the ele phant, securely pinned by one of his legs under the weight of the engine. was then quickly dispatched.

APassing over the Kafu River by means of a bridge 7,800 feet in length the line runs-to Broken Hill Mine. On this sec tion of the road the engineers carried out a smart piece of work, which is chiefly remarkable in view of the fact that nativ labor is being exclusively employed.

A French railroad engineer been engaged in constructing railroads n French West Africa rail head and refused to believe that the rails could be laid at the rate of a mile a day, which is the average speed of construction, remarking that half a mile was the maximum. In order to demonstrate to the Frenchman the methods adopted upon the transcontinental railway the natives set to work and laid a quarter of a mile of track in twenty minutes, following up this achievement by completing five and three-quarter miles At Broken Hill, 2,017 miles from Cape

the frontier of Rhodesia into the Congo So far it has reached Elizabethville, 2,320 miles from the cape the furthest point to the which one may now travel. In this region the white ant caused Elizabethville station formerconsisted of a mass of ant heaps rising from twenty to thirty feet in These were all cleared away height. and a thriving Central African town has sprung up there. As these insects bestroy everything except iron and steel the cros ties for the roadbeds are of specia

pattern and made of steel.

This stupendous work is being tinued northwest to Bankeia and today one can travel in up-to-date trains from "ape Town to Victoria Falls, though the heart of Darkest Africa, into Congo. This northwestern parts of Rhodesia, and then as the Congo was approached the ravages of the white ant and other termites cartridges left and had perforce to re- the pluck, enterprise and endurance of

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For the enormous number of modern ceorle who are solitary in their hours of relaxation, seldom from choice, and do not go in for games, books are still erhaps the best painkillers. The best mance that the hermit has of getting into a merry frame of mind is to renew his acquain ance with "Twelfth Night" "The Merry Wives of Windsor." or to make a deliberate exploration of Dickens's Magic Cave.-Thomas Seccombe, in the

DEATH AND WOMAN'S SUFFRAGE

Hara-kiri, the one resource of the sufragettes, turns out to be their strongest Englishmen are not so brutish that they can bear the sight of martyred innocence. The heroic suicide of a lady of wealth and station on the public doorstep of the Derby is worth a wilderness of fires, and the cross that was borne before her body at the great funeral was a more victorious symbol than

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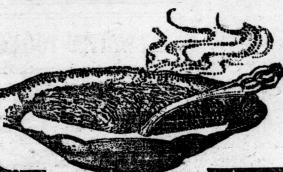
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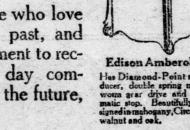
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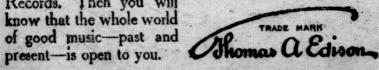
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### motion, as well as an infinity of other attack and defence, and to their wheels they added sharp blades, which literally the Lady. Without wheels we watches, no steering at sea. We should be unable to utilize the waterfalls as Romans attached captive kings after in the state of the s

motor force, nor should we have hundreds of other things of the utmost attraction and utility.

All our modern civilization has come have established phroughout the world, Greece. and our means of wealth, we owe to the wheel. It is difficult to imagine what the world would come to if suddenly all changed, and is still used in country dis wheels vanished from our midst. No tricts

ting us back centuries, as the lack of The first men when they wished to move their goods from one place to another, must have joined together a few planks of wood, placed them on the trunk of a tree, and dragged this primitive cart along the uneven ground but very soon. long the uneven ground. But very soon after this first step they must have made

another, for the necessity of wheels must have been felt by them. First Ones Were Made of Stone. The first wheels were made of massive tones or wood, and they became throughout the ages ever lighter as they became more perfect. The axle and the wheel were formerly all in one piece. Then they were made separately. Afterward the felloe and the spoke were introduced.

The first records of carts have come from China, then from Egypt. In the early days of man's civilization there were strange superstitions as to locomotion. It was thought that every existing thing which moved had to be carried on some form of cart. They went so far as to believe that the moon was thus wheeled round the earth on a cart

drawn by bulls. drawn by bulls.

In Roman times a primitive shape of cart or basket conveyance was called bythem "plastrum", the wheels of which had no spokes, being solid, and nearly a foot thick. Sometimes they were made of boards nailed together or sawn whole from the trunk of a tree. A wagon of

boards nailed together or sawn whole from the trunk of a tree. A wagon of basket work, called "benna," had wheels with many spokes. This vehicle is still used in Italy and other southern countries.

But it is undoubtedly the charlot which appeals to one's imagination most, for the charlot, besides being a vehicle of transit was part of the luxurious life of the Greeks and the Romans. Their triumph and their greatest prestige can all be reconstructed by the recollection of their various charlots. The names of the charlots varied according to the number of horses they had harnessed to them. When drawn by two horses they were called "biga," with three "triga" with four "quadriga." Horses were driven called "biga," with three "triga" with four "quadriga." Horses were driven abreast, and there are records of as many as ten having been harnessed to one charlot.

An Emblem of Victory. But the quadriga was particularly fa-vored. As an emblem of victory it was at times placed on a triumphal arch and even kept as an helrloom in the homes of some distinguished noblemen whose ancestors had won them as trophies of

of some distinguished hobself wheels of ancestors had won them as trophies of victory.

At this time the charlot wheel was large, prominent and most important. The typical ones had four spokes fixed on a felloe, with flexible wood arcs and bound outside by an iron tire.

The wheel seems to have lent itself to grewsome work from olden times to comparatively recent ones, though as an instrument of torture (which was suppressed by the Revolution) the wheel only became a legal instrument of torture in France at the end of the reign of Francols I (1534) and was inflicted as a punishment on highwaymen and other culprits. Yet as a means of punishment its use dates back to Roman times, when criminals were crushed to death under the wheels of carts. The Assyrians made wheels even more deadly and fearsome.

The history of the evolution of loco- They looked upon their carts as means of much in Jerusalem, Persia, Assyria, India, Greece or Rome, but it was the Romans who brought them to an artistic per-

THE STORY OF ITS EVOLUTION

victorious bat la.

Xerxes Owned First Carriage. Arriving at the period in history of locomotion in which carriages put in a to us on wheels. All we know about other countries, all the commerce we the countries of these is men the countries of the appearance, the romance of wheels be-He is then said to have pos sessed a carriage as well as a chariot.

At the end of the eighteenth centur war, no famine, no revolution, could be carriages were in general use and could be be bired. Then a great variety of shapes came into-and went out of-fashion; mail coach, omnibus, tilbury, stanhore, dogeart cab hansom, brale, wagonette

The ancient diligences and post car riages that speak of an age now dead and gone survive in some little country places and are still used generally in

Switzerland. The romance of wheels has gone, never to return again. Wheels are now looked non merely as accessories, whirling in-ifferently, faster and faster, but prac-

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