

After Dinner

To assist digestion, relieve distress after eating or drinking too heartily, to prevent constipation, take

Hood's Pills

Sold everywhere, 25 cents.

The "Islesmen of the West."

The following adaptation of "The Islesmen of the West," as recently recited at the Askin Street Church by Miss McEvoy, will perhaps voice the popular feeling so strongly stirred by the news of the relief of Mafeking. There is something in the West's banks as she never saw before, Though she may rise where she may her gory-page of yore; The bravest of her children Britannia sends today.

All battle-harnessed for the strife and panting for the fray, Not for the lust of conquest, not for the lust of land, Not for the laurels laureled wreath Britannia grasps the brand, But to guard the Briton's birthright, at liberty's behest, She summons to the front of fight the Islesmen of the West.

Oh, Britain, in your proudest time you never saw such a sight, As when you took the gauntlet up to battle for the right, What are the Nations to you, or wild Kaffarian kioof, Or mountain strength, or sheltering rock, or earth-made fortress rock, When you stretch your arm o'er land and sea to help the poor and weak.

And shield from the oppressor's grasp the lowly and the meek, And that you'll do for never yet you raised your hand, But victory has blest your sons, the Islesmen of the West.

Who are those haughty Islesmen, who hold the keys of earth, To guard the grand old British flag, the banner of their birth? Who are those khaki-ranks that press where treacherous foemen lurk, With lightning step and gladsome hearts, like resplendent to their work? The sons of merry England they, reared on her fertile lands, From Michael's Mount to stout Carlisle, from Thames to Mersey's sands;

From every corner of the isle where valor was the guest, That cradled in the freeman's shield, the Islesmen of the West, The tartan plaid and waving plume, the bare and brawny knee, Whose proudest bend is when it kneels to front an enemy; Pulse of battle, beating fast in every pluck and swell, Oh, God, assuage those who hear their highland battle yell! Those Campbell and those Gordon men, who fight for "auld lang syne,"

And bring old Scotland's broadsword through the proudest battle line, You've done it oft before, old hearts, when fought by the best, And where's the harp that stands today those Islesmen of the West? The stormers of the breach pass on, the darling sons of Eire, Light-hearted in the bayonet strife as in the country fair, The mountaineer who woke the lark on Tipperary's hills, And he who kissed his sweetheart last by Shannon's infant rills; The "Rangers" of our western land, who own that battle shout, That brings the Faugh-a-ballagh blow and seals the carnage rout, Those steps of our old Celtic land who stand with death abreast, And prove how glorious is the fame of Islesmen of the West.

Now hark to the cry of Empire, it's ringing round the world, From every spot beneath the sun, where Britain's flag's unfurled, From far northwestern prairies, from Ontario's fertile plains, From here the grand Laurentian waves, as grand as the main, From far Australia's wide expanse, New Zealand's coral strand— Those offshoots from the Grand Old Land come on in shouting bands, The new-born nations, strong and brave, now equal to the best, Are forming into battle line with the Islesmen of the West.

Now join with me in wishing that victory may be the best, Where'er that grand old flag's unfurled, on mountain, plain or sea; That British blood flowing back again to the fountain of its birth, May nerve the harp of British men united round the earth, To hurl the oppressor from his seat, to set the captive free, 'Till every race of every hue has equal liberty.

Then nation after nation shall welcome to their rest The Soldiers of the Queen who rules the Islesmen of the West.

SPORT ON BOARD SHIP

Some of the Ways in Which the Passengers Amuse Themselves.

A writer in Travel, speaking of the monotony of life on shipboard, names some of the sports that find favor there. The obstacle race is generally the first diversion to be thought of, and demands from the men that take part in it no mean proficiency in gymnastics.

They may start from the port side of the quarter-deck, and in about ten paces have to climb a rope and lower themselves feet foremost through a suspended life buoy, then go hand over hand up to the bridge, run across that and down the gangway to the fore-castle, where they must scramble on hands and knees under a hammock netting lashed down on the deck.

As they run down by the bow they find a rope ladder swung from a swaying rope ten or twelve feet above the deck, up which they must climb, over the rope and down the other side.

The next obstacle is a canvas ventilation funnel lashed down on deck, through which they must crawl, like rats through a drain, and lastly a rope, loosely stretched across the quarter-deck, about eight feet high, must be got over in some fashion. And all this is not even so easy as it reads.

The woman's obstacle race, although not so exacting, is productive of great amusement. Starting amidships, perhaps, they run to a folding deck chair, lying flat. This they must raise, put together and sit in, then work out a sum in simple addition chalked on the deck under the chair, refold the chair and cover their sum, run to a skip-ping-rope, skip half a dozen times, then hop around the quarter-deck on the port side, where they find a man provided with a life belt.

They must wait while their partner adjusts the belt in a secure manner. Then they run to the goal together. It not infrequently happens that the winner on time is disqualified by having her sum wrong.

SOLDIERS IN THE TROPICS

The Daily Rations Served to the Men at the Front.

Climate Must Have Consideration in Dealing Them Out—Government Should Operate Their Own Canning Factories—An Army Surgeon's Views.

The fact that the northern soldier fighting in tropical lands needs different clothing, food and care from his brother in the temperate zone is continually brought to our notice by writers on military hygiene. A note-worthy article on the subject of food, which introduces to us some new points of view is contributed to the Philadelphia Medical Journal (April 7) by Capt. Charles E. Woodruff, assistant surgeon United States army. Dr. Woodruff asserts that it is not enough to treat our troops in the tropics as it would be proper to treat the natives of the countries where they are fighting; the fact that they were brought up and bred in a northern climate must have consideration as well as their present situation. He asserts also that much of the criticism of our soldiers' tropical rations is the result of ignorance. For instance, says Dr. Woodruff:

In condemning canned beef one officer was said to have reported that it was devoid of nutritive properties and worthless as food because all the red essence of the beef was boiled out and converted into beef extract and that dry muscular fibre which is a gross error is laughable to a physician, because the veriest medical tyro knows that the nutriment in the beef is the fibre, and that boiling coagulates certain parts of the fibre, but that it is impossible to boil out more than two per cent of the albuminous nutriment. This officer had been influenced by the absurd advertisements of beef extract, each caseful of which is advertised as containing all the nutriment in one pound of lean meat. Like the vast majority of men he believed these absurd advertisements, and does not know the difference between the nutriment of the fibre and the stimulating substances in the beef extract. When he eats boiled meat or canned meat and does not experience the same stimulation as after eating spoiled beefsteak, he is somewhat confirmed in his opinion of the worthlessness of canned beef.

Coarse food and primitive cooking are necessities of war, the writer says; an army can not take a hotel chef with it; neither can soldier-cooks be adepts at making cream puffs. Yet Dr. Woodruff commends the recent law authorizing the enlistment of special cooks, which he says is "probably the most beneficial change in the management of the ration in the history of the army."

In general the present ration is the result of development and should not be altered unless we are sure of a change would be for the better. Dr. Woodruff devotes much space to an analysis and discussion of the ration, and concludes that its only weak point is in the selection of articles for use. Canned goods can not be properly inspected, and the government should erect and operate its own canneries. Says the writer:

"Our ordnance department has shown that it is fully able to look after every detail of the manufacture, inspection and testing of every article it furnishes, and it has over fifty ordnance officers to do the work. Until Congress increases this department so that it can do its work of inspection of all articles then we must stick to a rigid rule that nothing is to be supplied unless it can be inspected at any time and place issued to the soldier. We would not dream of waiting until the soldier pulls the trigger to find out whether the powder is good, nor should we wait until the hungry soldier has used his can of meat to find out whether the contractor has been honest."

The opinion that the American soldier is the best fed in the world is erroneous, according to Dr. Woodruff, he says:

"After taking in all the circumstances, the national dietaries, the money allowances, the way and the means of obtaining food, the conclusion was inevitable that our ration was and is one of the least liberal among civilized nations, if not the least liberal. It was very a common saying to increase our ration in war, way to reduce it again at the end of the war, compelling company commanders to resort to an assortment of schemes to get money to buy necessities. I am firmly convinced that each company should receive a credit per day for each man with whom to buy extras whatever he can. Many companies of volunteers did this with private funds, and the use of such funds would, of course, be for the purchase of green vegetables and fresh fruits. As a rule the company commanders, on any these articles in small lots, when it would be easier to get the question for the commissary department to handle them."

Dr. Woodruff's views on the use of alcohol in the tropics are unusual and radical, he says:

"The use of alcohol by soldiers is an old evil, and its excessive use was at one time so common that old soldiers and drunkards were almost synonymous words. Part of this drinking in former generations was a result of the habits of the men when everyone was expected to get drunk occasionally like a gentleman. Nevertheless, much of it has been laid to the same cause and is a result of the enormous consumption of whisky during the civil war was paid due to this natural craving of a depressed nervous system. It made no difference in the tropics to the soldier, because alcohol was dangerous, and it just as confessed that we saw more drinking in the Philippines than we have here for a long time—not drunkenness, but a steady daily consumption. It seemed inevitable."

"The author goes on to state his belief that a certain amount of alcohol is necessary in the tropics, owing to the terrible nervous exhaustion that results from long exposure to heat and moisture. He says:

"We have exhaustion, physical and mental, and particularly the exhaustion of nervous tissue, the basis of neurasthenia, nervous prostration, and numerous conditions known to physicians, in all which there is apt to be a instinctive desire for a stimulant, coffee, cocoa or alcohol. It is a temporary acquired craving, precisely similar to that many periodic or chronic drunkards do the craving of certain degenerates among tramps, beggars, and criminals who are in a condition of congenital nervous exhaustion, indicating their work, and whose periodic orgies are proverbial. In every case the nervous system cries out for something to lift out of its depression or inertia."

"Though I'm not quite ready to recommend daily ration of wine or whisky such as the Mediterranean

nations use, it seems reasonable. I look upon alcohol in moderation as an extremely valuable food in the tropics to counteract the excessive oxidation which in three weeks will make a man lose forty pounds in weight. Though many men refuse to acknowledge any such danger, they cannot escape the conclusion that the condition produced by tropical heat make it necessary to have a liberal diet to counteract the increased wastes, and the more work that is done the greater still must be the amount of food."

Among "explosion fetishes" regarding tropical living, Dr. Woodruff mentions the opinion that overeating puts a strain on the liver, and that abdominal distensions are of great value. The tropics, however, he believes, will always be unsanitary for white men. White colonists in the tropics always get a stomach ailment that has been strongly controverted of late, but is supported by the writer with statistics of brain capacity in different races and climates. To quote further:

"From the fact that we are safe in concluding that the white race, raised in cold countries, will always rule the earth. The tropics left to themselves always revert to savagery, point of view of a barbarian as in Central America. As we need with must have the productions of the tropics—tea, coffee, tobacco, hemp, etc., we must go there for them, for the native savages will never learn to develop the resources of their own country, nor govern it. Those countries must always be under the rule of men raised in cold climates. It is the white man's burden, which will never grow less, and does not seem to be any reason to doubt that our present immense force in the Philippines could neither have been foreseen, nor prevented if it had been foreseen before we entered the island."

In conclusion Dr. Woodruff says: "The white man's burden is heavy enough, as it is even with the best of food—so let us not think for one instant of reducing the ration in the least item, but to increase it if need be, to the point of extravagance. Some of our regiments all her care, pays for her eastern trade in the health of the families of her servants in India. Kipling talks of it in his stories, and it is already an old story. The white man's burden, which have not left the country are said to have already over 230 pension applications on file—who can guess the future record of the regiments from India."

"Whether or not it is wise for us to keep our share of the white man's burden, does not concern us here in the least. That is a question to be decided after all the advantages and disadvantages. If we keep it, a way will soon be found of making the natives govern themselves in local affairs, and native troops in place of our own. The white man's burden, lightening our work. At present our white man's burden means the burden of the soldier of the regular army. Let us make it as light as possible."

THE FERRIS WHEEL

The Passing of the Greatest Engineering Freak of the Century.

(Chicago Evening Post.)

When the Ferris wheel is sent to the scrap heap—a thing likely soon to happen—the greatest engineering vagary of the century will have passed into that oblivion reserved for fads, flying machines and other mad contrivances. Not that the great Ferris wheel is any of these, but simply because it never could serve any practical use, because it embodies no distinctly new principle of mechanics, and because it has a marvelous faculty of emptying the coffers of those who try to make its huge bulk earn a small part of the cost of maintaining the thing of the cost of original investment.

As one of the wonders of the World's Fair of 1893—perhaps its chief wonder—the Ferris wheel stood unique. Its great size, its construction and its distinct novelty made it not only the crowning feature of the Midway, but the gossip of four continents. During the continuance of the exposition more than 2,000,000 persons from all quarters of the globe rode in its suspended cars, and from a height of 264 feet caught a bird's-eye glimpse of the fair grounds, the lake and the distant city. Though less than a third the height of the Eiffel Tower of the Paris Exposition, the Ferris wheel was a much greater wonder. The Eiffel Tower was merely a continuous projection of successive towers one upon another. Given a suitable base, its construction simply meant the stringing of iron and steel straight into the air. But in the Ferris wheel something new in construction was accomplished—new because of its great size. It was the projection of a gigantic circle, carrying thousands of tons of steel and iron suspended from an axle and readily movable by the application of machinery. To have built the Ferris wheel simply to stand upon its periphery would have been a comparatively simple task. To suspend this mass of metal from a central point and give it motion was the coperson of genius.

Elfing and his engineers were three years building the tower in Paris. The Ferris wheel was constructed and carrying passengers within four months. The idea of erecting the great wheel came to George Washington Gale Ferris, a native of Illinois and an engineer for the Pittsburgh Iron Company, about a year before the opening of the World's Fair. Mr. Ferris was then known as a bridge builder, and not in the world, but when his scheme was mentioned to other engineers it was warmly pronounced chimerical. Some went even so far as to laugh at him, and not one dreamed the project ever would get beyond the speculative stage. But Mr. Ferris was persistent, and, besides, had faith in himself. Courageously he set to work and succeeded in interesting sufficient capital to warrant him in ordering material for the wheel.

About \$25,000 was spent in plans, tests, etc., before the actual construction of the wheel began. Some 20 firms took part in its making, and a Chicago firm saw to its erection. When ready to be turned the Ferris wheel had cost \$300,000, and had consumed about 8,000,000 pounds of iron and steel. The movable part of it weighed 4,200,000 pounds, and it required two engines of 1,000 horse-power each to keep it turning. And so nicely adjusted was the parts so well-balanced was the great steel circle with its 36 cars, capable of carrying 2,160 persons, that it was under as full control as a sewing machine or a pony engine. Once started during the World's Fair the motive power needed adjustment.



THE WEATHER TODAY—Fair and warmer.

A Wash Goods Event

Prices Were—25c, 20c, 18c and 12½c.

Prices Now—15c, 12½c and 5c Yard.

We have placed out another lot of seasonable Wash Goods, comprising light and medium dark Piques and Indigo Prints. These lines are always in demand, and though this season's goods, we have placed them at prices which will sell them readily. You should endeavor to see them early.

Piques—White ground, colored pattern, in blue, helio, green and pink. Were 25c yard, now..... 15c
Piques—Five different patterns, medium dark with diagonal stripe in light blue, helio, yellow, pink, green; stripe ½-inch wide, making a very pleasing effect. Were 20c yard, now..... 12½c
Piques—Six different colorings, tinted ground, covered with black, in helio, pink, light green and yellow. Were 20c yard, now..... 12½c
Sateens—Very rich patterns, in pink, mixed colors, and blue and green. Were 18c yard, now..... 12½c
Prints—Six pieces heavy indigo blue, and ten pieces black and white. Were cheap at 12½c, the price we sold them at; while they last, at per yard..... 5c

The above prices will win if you feel at all inclined to invest in a good summer dress at a cheap price.

Shirt Waist Materials

Something very choice in Lace Stripe Mercerized finish Zephyrs, in pink, yellow, helio, and white and black. Full range in Novelty Zephyrs, checks and stripes, very choice colorings and designs, sure washers, all new goods and very stylish, at..... 12½c, 15c, 20c, 25c, 30c, 35c and 45c

Whitewear

Ladies' Corset Covers of good white cotton, double stitched seams, sizes 32 to 42; for..... 10c and 15c
Of Better Quality Cotton, with square yoke of embroidery, double stitched seams, sizes 32 to 42; for..... 25c
Made with square yoke of white embroidery, neck and yoke trimmed with narrow embroidery and feather braid, double stitched seams; a very pretty corset cover for..... 50c
Still better ones, in ordinary or Marguerite style, of fine cotton or Nainsook, beautifully trimmed, from..... 60c to \$2.00
Ladies' Drawers of good cotton, 23 to 27 inches long, trimmed with cluster of tucks and frill of embroidery; for..... 25c
Ladies' Plain White Cotton Drawers, with cluster of tucks..... 15c
Of good quality Cotton, 25 or 27 inches long, trimmed with cluster of tucks and six-inch frill of embroidery, for..... 45c
Ladies' Gowns of strong White Cotton, square yoke with cluster of tucks, frill of goods around collar and cuffs, double frill down front, for..... 50c
Ladies' Gowns of fine English Cotton, large pointed collar and yoke of all-over insertion, collar, yoke and cuffs trimmed with embroidery, empire style, for..... \$1.00

Stylish Colored Dress Goods.

44-inch Tweed Effect, medium weight, in fawn and gray. A bargain. Reduced to..... 38c
54-inch Tweed, heavy weight, in brown, gray and helio. A bargain. Reduced to..... 85c
17 different colorings in beautiful plaids. A bargain. Reduced to..... 39c
Cream Serge for summer blouses, coarse and fine twill. Per yard..... 50c
Plaids for summer skirts, very stylish goods, in skirt patterns only, beautiful quality. A bargain. Reduced to, per skirt..... \$2.95
Cream Serge, fine twill. Per yard..... 65c
Cream Serge, already shrunk. Per yard..... 75c
Navy Blue Lustre, for blouses, makes up very handsome, tucked. Per yard..... 25c, 50c, 75c

Store is closed today, Queen's Birthday, but the above bargains will be found on sale Friday morning.

SMALLMAN & INGRAM

149, 151 and 153 Dundas Street, London, Ont.

French P. D. Corsets.



These World-Renowned Corsets are positively without rivals for FIT, COMFORT and DURABILITY.

To be had only at Smallman & Ingram's

from 2.08 miles to 176 yards. Thus the local publishers are enabled to deliver their papers to all subscribers at their homes, whether they live in the town or upon the farm.—Newspaperman.

INSTRUCTED THE QUEEN.

A hitherto unrecorded anecdote of the Queen is the following: One autumn afternoon, many years ago, her majesty was going out to sit on a hillside and watch some of her relatives fishing in the river below her, when she found that she had no shawl in her pocket, so could not work, as she had intended, at the sewing she was carrying. Turning out of her way to Mrs. Symonds's shop she bought the smallest shawl there, which was, however, many sizes too big for her. There was an old Scotch dame at the counter impatiently waiting to make her own purchase. Not recognizing the Queen, she broke into the conversation with a "Hoots, but it's a rare fass an' faddle you're makin'. Blow into it weel an' it'll stick."

That phrase, the latter part of the sentence, amused her majesty immensely and became quite a proverb in the royal family.—Scottish American.

HOW ARMIES MARCH.

Some curious statistics have recently been collected, showing the speed at which the soldiers of the various European armies march. The normal length of a man's step is 31½ inches, and about 125 steps make the mile. In the German army the step is reckoned at 31½ inches, and the number of steps in a minute at 112; in the Austrian at 29½ inches, and the number at 115 to 130; in the Italian, at 29½ inches and the number at 120; in the French at 29½ inches and the number at 115, and in the English at 30 inches and the number at 116 steps a minute.

Hector Macdonald's Refusal of the V. C.

That sturdy fighter, Hector Macdonald, has taken up his command of the Highland Brigade in South Africa. Macdonald's career in the British army has been a remarkable one. It is at no time suggested, more than one Chicagoan would have been some thousands of dollars richer today. The wheel that was such a drawing card on the shores of Lake Michigan, when the surrounding waters were somewhat proportioned to its size, was moved to the north side of the city and placed in a space so small that the cars hung over other property while the wheel was in motion.

There it has turned occasionally for the last few years, eating up coal, piling up cost, an eyesore to the neighborhood and a white elephant to its owners. What has the big wheel cost to date? Deducting the sum paid to stockholders during the World's Fair, and counting as part of the cost what it has lost to its owners, it is safe to say that \$1,000,000 will not cover the total. To move it from Jackson Park to the north side cost alone \$175,000, and it is figured it will require an expenditure of at least \$25,000 to take it down and remove it from where it now stands.

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