

est

om I had approached a few
How far does this railway
whole continent, in a line
to the Pacific." I answered,
es?" he asked.
ousand on the main line and
thousands on the branch
st road to run through the
cross the prairie," I said,
two others, Grand Trunk
dian Northern, the G. T. P.
t to Lloydminster? Have
who came out three years
last year, but guess it isn't
I answered, and from a
ch he produced, I selected
best the location of the re-
was going. In ten minutes
by a dozen or more whose
ormation confused me.
ing for Vermillion
Vermillion? What line do
of a country is it?
a farm for? How cold is
do you think would be a
p to settle?" came a chorus

all right there, but what do
asked.
at out here with more or
ce. Lloydminster and Ver-
as any."
do to a turn in the country
out of your muscles," re-
emed to know more what
others.

is volunteered his name. I
nding him my card, which
ized and passed around. He
nd on his own behalf and
ad come out to spend a year
and report. "If satisfactory,
ning out, and together they
farm and settling down.

Friends With Him
s on the same mission to
mate, whom he introduced
had come out to Canada
d taken up a homestead in
country. He had returned
visit and was bringing out
all with money, to settle
All had farmed in the Old
at that when they had learn-
could make ends meet
with ordinary care.

to another: "How was it
of Charles Finch, a young
man.
doing better," he answered.
am trying Victoria. Spent
ade some time ago in East-
ngwood it was the same.
ree years ago for the first
returning from a three
ch he had converted into a

Comeit Ticked
you like Canada?" This is
r the interviewed non-can-
ny answers in terms of high-
colonial and national con-
ticked.

he said with a nod of his
region in front of him to
referred when I meant Can-
nt. You can make more
easier than you can in Eng-

a comely Shropshire girl,
y a trap-drive from Winni-
where she had friends.
e," I explained, "but one of
miles."

William Bertram, Herbert
Hichman all thought they
Canada. They were prepared
in fact that was what they
as a Surrey man with a
business at Edmonton, and
y for him. Hichman with
was going to a homestead
Edmonton near the line of
acific.

to Do Anything
Harrison and J. H. Avent,
re willing to do anything
was what they were prob-
William Potter was returning
short absence. W. J. Crid-
rset, had secured a position
viere. P. V. Howship was
laborer near Hartney. W.
ad yielded to the persuasion
was ranching at Lacombe.
urk, from the Isle of Man,
of globe trotter, were go-
le H. Hogg, a mason from
s way to the Pacific coast.
ner on the Violin

le of grips and strapped-up
g and typical son of Erin,
ft Kenora had been the tar-
some of his traveling com-
ust in a state to take it all
to the limits of unjust impo-
beneath the faint and flick-

ering glimmer of belated car lamps his head
was thrust aggressively forward over a time-
worn violin, his arm drawing the bow across
three strings and thrusting it abruptly back
with another. Down in the aisle a dance was in
progress, while two men were waltzing solemn-
ly around, gripping each other by the arms and
at every third step of the waltz stamping one
foot. And the music! Several of the passen-
gers unconsciously shuddered, and a young
man to whom I turned seemed to sigh in pity.
I learned afterwards from indirect sources that
the performer on the three-stringed violin was
sent out to work out his own salvation. I
hoped that he would prove a successful colonist.

Having a Look at the Country
Meanwhile I had also learned John Flet-
cher's name. He was a youth of about twenty
years and with evident enthusiasm told me all
about himself, finally flashing in my face an
immaculate business card with the inscription:
"The Coal Company, Limited,
Coal Depot, Wandsworth Road S.W. Tele-
phone No. 919. Presented by John Fletcher."
With him were two companions, Rupert Palm-
er and Samuel Stevenson, both Londoners, and
all on the way to Winnipeg. I asked them
what they were going to do and why they came.
"Oh, anything we can get," they answered.
"We want a look at the country. We draw
sixteen shillings a week in London."

I said I understood.
Bound for Various Points
Then I talked with George Pole of Dorset,
bound for Davidson; A. James, London, for
Regina; Harry Brown, Windsor Berks, for
Calgary; Harold Jeffries, Aylesbury, for Sas-
katoon; A. James, a London carpenter, for
Regina; David Yeandle and W. Pocock, Som-

erset, for Saskatoon; R. Hayward, Manchester,
for Manor; James Sharp, Leeds, for Neepawa;
H. Whittaker, Norwich, for Canduff; George
Garing, Brighton, for Vermillion; R. Elk-
ington, London, for Winnipeg; R. Ward, London,
for MacGregor; G. Chapman, Cherisey, for
Surrey; Fred Robinson, St. Albans, for Bran-
don; J. Maylor, St. Leonards, for Esteyan;
Thomas Orme, Liverpool, for Nelson; D. Mc-
Phie, Glasgow, for Morris; E. Digby, Essex,
for Carberry; H. Nelson, Hunstanton, for
Moosomin; George Webb, Putney, for Pincher
Creek; Thomas Green, London, for Elva; Wil-
liam Rose, Belfast, for Macleod; Hector Mc-
Nab, Kilmarnock, for Lethbridge; Richard Mc-
Laurin, Sterling, for Maple Creek; J. Richard-
son, Kirkcaldy, for Kamloops; T. Fairburn,
Newcastle, for Roundthwaite; H. W. Peachey,
and J. S. Hills, Surrey, for Sandstone, Alta.; S.
Miller, Liverpool, for Lacombe; F. R. Thorn-
ton, Birmingham, for Roland; F. R. Boran-
price, and a brother, from Sussex, for Winni-
peg; A. W. Mason and J. Edwards, London,
for Winnipeg; George Strange, Somerset, for
Edmonton; Edgar Bruce, Somerset, for Vic-
toria; Albert Shaw, Warwickshire, for Cal-
gary; Philip Webb, Somerset, for Waskada; Richard
Green, for Boissevain; James Glendenning,
a collier, for the Crow's Nest; William Kershaw,
Lancashire, for Lacombe; Herbert Wyatt, on
spec; Michael Cunningham, Ireland, for Win-
nipeg; Harold Millar, Liverpool, for Indian
Head; E. Philpott, Middlesex, for Winnipeg;
A. Dennis and a brother, of East Yorkshire,
for Prince Albert; W. Bates, London, for Leth-
bridge; H. J. Bumm, Frank Steind and Dave
Hewlett, all of London, for Winnipeg. I told
them as far as I could what they might expect
and in each inconsequent and undistinguished
instance, noted a fearfully potent example of

Aim and Scope of the Franco-British Exhibition

THE date of opening for the Fran-
co-British Exhibition at Shep-
herd's-bush has not yet been
fixed. There is some hope that
M. Clemenceau may be present
on the occasion, and, if that is
realized, the ceremony will be
arranged to suit the time of his
visit, and will probably be about
the middle of May, says the London Times.
The presence of the eminent French statesman
is much to be desired, for the co-operation of
France is the distinguishing mark of the enter-
prise. The French government, the Comité
Français des Expositions a l'Etranger, the city
of Paris, and other public bodies as well as
numerous private individuals have responded
to the invitation with the utmost spirit and
liberality, and it is already apparent that
nothing will be left undone on their part to ensure
success. They are past masters in the art of
exposition, and even in the present early stage
their practised skill and unrivalled sense of ef-
fect are making themselves visible amid the
confusion of preparation. The place is in a
dreadful mess; the roads are not made yet, and
rain on clay, with the frequent passage of
heavy carts, has reduced the ground to a
morass tempered by brickbats. But it is get-
ting on fast. Some of the buildings are com-
plete as to shell and elevation, and others are
sufficiently advanced to show their character
and proportions; the grounds, open spaces,
and water areas are fully defined, and a good
idea of the general layout can be obtained. The
impression is highly favorable. Enough can
be seen to leave no doubt that the exhibition
will be a great show, spacious, varied, elegant,
full of interest and of amusement as the visitor
chooses to take it. London has a surprise in
store; nothing on this scale has been seen here
before.

The site is well chosen. It lies on the ex-
treme western border of inner London, be-
tween Notting Hill and Acton and just to the
north of Shepherd's Bush. Here some open
fields stretching up to Wormwood-scrubs have
somehow escaped the builder. It sounds a
long way out, but as a matter of fact the place
is remarkably accessible from all quarters, and
may almost be said to suffer from a plethora
of communications by rail and road. It can be
reached by way of the Central London tube,
the Hammersmith tube, the Metropolitan rail-
way, the District, the London and South-West-
ern, and, by communication, from the Great
Western, the London and North-Western, and
other main lines; and hard by the entrance of
the exhibition is a great junction and terminus
of electric trams and omnibus routes. A pre-
liminary pamphlet informs us that the various
methods of transport are capable of conveying
75,000 persons to the spot in the hour, and that
seems to be no exaggeration. The main en-
trance will be next door to the Shepherd's
Bush terminus of the Central tube, between that
and the Uxbridge Road station of the West
London railway; but the grounds lie a little way
up Wood lane and are reached from the main
entrance by passing through a series of halls
and galleries. It will not be necessary, how-
ever, to go that way, as the Hammersmith and
City railway and the Central London will have
new stations, by which visitors will be deposited
at the grounds direct.

The area occupied is 140 acres in extent and
of an irregular ovoid shape, bulging in the mid-
dle and tapering at one end, but rounded at the
other. Any attempt to describe or even name
all the buildings without a plan would be mere-
ly confusing; but it is, perhaps, possible to give
an idea of the general arrangement and of some
of the more important details.

The ground is dead flat with no natural

features at all, so that everything must be
supplied by art; and, though this deprives the
designer of any assistance from nature, it gives
him a free hand in laying out his space in the
most convenient and effective way. Mr. Kir-
ally, whose name is a guarantee for large and
original ideas, has taken full advantage of the
opportunity, and has succeeded in filling out a
plan, broad and simple in outline, with great
variety and richness of detail. The result is
that a visitor with any sense of locality at all
will be able to find his way about with excep-
tional ease and certainty among an inexhaust-
ible series of sights and distractions. The sev-
eral parts of the exhibition are grouped about a
large square open space in the very middle of
the arena. This is the Concert Garden, which
will be the great central resort. It is laid out
with flower gardens and ornamental water, and
has a sunken bandstand in the centre. Each of
the four sides is occupied by a large ornamental
building devoted to amusement or refreshment.
The Franco-British Pavilion on one side will
be a French restaurant; it is faced on the op-
posite side by the Garden Club, an enclosure
and club house open to ladies and gentlemen
at a subscription of two and three guineas re-
spectively; Lord Jersey is president of the club.
Another restaurant occupies the third side, and
facing it is an ornamental building with a
square tower and pillared wings or arcades. It
is suggested that this will form a convenient
and easily-found rendezvous. In the corners
between these main buildings are a number of
smaller ones, including a Royal Pavilion and a
Pavilion Louis XV.

Before we proceed any further a word must
be said about the architecture. It is, briefly,
exhibition architecture, which may be said to
have become an established style. It is the
freest of all styles, for it includes any others or
all others or any varieties of them, besides a
great many which are found nowhere else. An
exhibition is an opportunity for architects to
give a free rein to their fancy. The result has
a certain character or, perhaps, want of char-
acter; it wears a fantastic air of frivolity and
short-lived butterfly existence, very bright and
gay while it lasts, but sorry, bedraggled and sad
when summer is over. At the Franco-British
exhibition this customary license is exercised to
the full. There are a great number of build-
ings, some quite plain, but the majority highly
decorative; and, though they all have the com-
mon mark of the butterfly, they show much
variety. This is largely due to the French ele-
ment, which has devoted great activity and re-
source to the buildings for which it is responsi-
ble. London has never seen anything like the
variety and profusion of the display. The archi-
tect-in-chief of the French section is M. Guir-
ard de Montarnal, and among his colleagues
are M. Roger Bouvard, who has designed,
among other things, the Pavilion of the City of
Paris, which will be mentioned presently; M.
Patouillard, who has designed the main en-
trance in Uxbridge road; M. Toudoire, archi-
tecte de la Cie. P.L.M.; and M. Charles Lefeb-
vre, who is in charge of the French colonial
buildings. Of English architects the only one
whose name is obtainable on inquiry is Mr.
John Belcher, A.R.A., who has done some con-
sultative work; but it is understood that Mr.
Király himself and his sons are responsible for
a large part of the designing both in general
and in detail. It is due also to his planning
that all the buildings, whatever their degrees
of merit, show to advantage, because they have
plenty of space about them, or a good offing,
as one might say. They are nowhere hemmed
in or huddled together, but are set about spaci-
ous courts in which an excellent proportion is
maintained between the ground space and the
height of the elevations. Order, variety, and

man's passion to follow the sun over the west-
ern horizon.

Two Sons at Calgary
Just one last instance. Two with whom I
had come to speak sat in opposite seats in one
end of the coach. One of them was perhaps a
little past the best of life, but still straight and
vigorous. His full face was well browned in
contrast to a stubby grey beard; his eyes were
a clear, steady blue, and, unlike many of the
other inmates of the car, he wore an ordinary
business suit of good cut and a style that show-
ed over the soft flannel shirt. He told me he
was a Cornishman.

"Yes, Tucker is my name," he added. "J.
K. Tucker. I buried my wife four years ago,
and since then the family has been broken up.
Just now collecting them and taking them out
to Calgary, where I have two sons ranching.
Alberta will be a good place to spend my old
age."

The other was younger. Not more than
thirty, and with features that might be consid-
ered typically English.

"Well, we're almost there," I ventured.

Was Evidently Suspicious
He looked at me with evident suspicion and
nodded briskly. "Eyes that were brilliantly
black; met mine, half insolently. He didn't an-
swer, so I knew that he was the other with
whom I had planned an interview. I explained
myself at length.

"If you've been in the habit of asking people
about their business, what their future's goin'
to be, and what their past has been, you don't
get mine, see?"

I remarked that it wasn't always safe to
ask.

"What does it matter to you, who I am, or

what I'm goin' to do?" he thundered. "You're
like a preacher at St. John, who came up and
asked me if it was my first trip to Canada. As
if it was any of his business."

"I'm no preacher," I interposed.

"That may be; but if I was in the gutter, he
wouldn't lift his little finger to 'elp me," he re-
torted.

"Any 'ow, I keeps my business to myself,
see?"

He took precaution that every one in the
car heard this statement. "I've never been in
the West, but I know enough about Canada.
You can't tell me anything."

I smiled at the way he trifled with several
million square miles of the earth's surface.

He was just the kind of Englishman that
makes Englishmen disliked in Canada. I want-
ed to tell him, but feared the retort might hurt
on both sides.

Passengers Moved Restlessly
"Next station's Winnipeg," and someone
wearing a blue uniform with burnished buttons
swung a flickering lantern in the end of the car.
The wearied press of partially fatigued passen-
gers began to move restlessly. Bunks were
pulled down, bundles were kicked around, and
boxes and cans of corned beef, catsup, mustard,
condensed milk, sugar, pork, beans, crackers,
dried apples and a hundred and one other
things which a self-suffering community carries
on a colonist train, were separated from
shawls, coats, and wraps and indiscriminately
placed anywhere, but somewhere out of sight.
The stimulus of sensation removed all weariness.
Noises of a new life—but more glorious
by far than life in England's crowded centres.
Suddenly on the car platforms there appeared
a stream of faces, a murmur of wild, stumbling

feet, and unsubdued voices, signals of the on-
rush of immigrants crazy with the journey's
end. On they came, stamped everywhere,
pushed from behind, and drawn in front by the
glamor of a new land.

"How have you done, Walter?" I heard
someone enquire, anxiously. "Your letters
have been so vague."

Had Done Pretty Well
"Pretty well," he replied. "If things keep
on going right, I hope soon to have a better
place for you than I've got. We'll leave for
Edmonton in the morning. It's over eight hun-
dred miles."

A blue uniformed railway policeman stood
at the depot entrance by a revolving door. They
started forward, at first a few, then more.
Finally the vanguard of the crowd surged
ahead and an instant later they jostled through
the railway depot through long files of eager
people, rushing into the arms of relatives or
friends, baggage falling from their arms this
way and that, words tumbling from their as-
tonished mouths, gesticulating, staring, won-
dering, maddened with a new life.

Saw Them on the Pavement
I last saw them when they set foot upon
the pavements; fingers straining, pointing here,
there and everywhere, at what seemed wonders
for a city of one hundred thousand. For once
they were placed in a land where the equality
of opportunity enabled them to find unprom-
ised channels for what they were best adapted.
To them was left the selection of that channel
obtained frequently from bitter discipline and
long drawn-out struggles. They started for-
ward, at first slowly, then bursting away, the
new tide of humanity opened up for them.

proportion are all secured. The prevailing
color is pure white and the effect at night will
be extremely brilliant and fairylike. The mat-
erials used throughout in construction are
slabs of concrete and breeze, or cement and
breeze, set in iron or steel frames.

Of individual buildings it is only possible to
mention a few. Those which will probably excite
the most general admiration are the build-
ings enclosing what is called the Court of
Honor, which lies at the south end of the
grounds near the new tube railway stations.
The architecture is Italian and its light and
delicate character suits the white and slight
material particularly well. The court is a
spacious rectangle occupied by a sheet of water,
with a broad promenade round three sides. The
water will be continually pumped over a flight
of steps forming a cascade at one end of the
court, where the Congress Hall stands. This
court will be lit at night by 16,000 electric
lamps, and will be extremely beautiful. An in-
teresting building of a different character is
the Pavilion of the Municipality of Paris, which
stands in the Court of Progress. It is not
large, but the architect, M. Bouvard, has uti-
lized three sides of it to reproduce some famous
pieces of Parisian architecture. The front will
represent the facade of the Hotel de Ville, and
the two sides will be reproductions of the his-
torical Hotel Caravalet and the Arc de Nazareth.
Another small building of interest is a
complete Tudor house from Ipswich, which will
be furnished throughout in contemporary style.
The most curious and fantastic buildings are
those devoted to various departments of art,
decorative, applied, women's, music, and so on.
Some of them are more curious than beautiful,
but they lend variety to the scene.

To return to the general plan, the arrange-
ment of the principal departments can be best
indicated by taking the Concert Garden for a
starting point. On the western side lies the
Machinery Section; on the eastern, the great
stadium; to the south, an extensive area where
the art sections are housed, and beyond it the
Court of Honor, already mentioned, flanked by
halls for British and French industries; lastly,
on the northern side one comes to sundry
amusements, beyond which lies a large space
in which are the buildings of the British and
French over-sea dominions, arranged in a semi-
circle. These are the principal divisions, but
they are filled in by a multitude of details. The
machinery section is the largest of the serious
portions of the exhibition. It occupies three
large halls ranged on three sides of an open
space covering eight acres and called the Court
of Progress. The side halls are 600 feet long
by 200 feet wide and the total space available
for machinery is 300,000 square feet. The only
information obtainable at present is that ship-
building and marine engineering will be fully
represented; all the great Sheffield firms as
well as Tyneside and Clydeside will exhibit. Sir
William White and Dr. Elgar are the heads of
this department. There will also be a good dis-
play of textile machinery and machine tools in
motion. The court round which the machinery
halls are ranged also contains the Pavilion of
the City of Paris, already mentioned, and op-
posite it, on a space offered to the London
county council, but refused, a pavilion erected
by M. Andre Delieux, in which will be shown
the work of the art-craftsmen of France. This
ought to be a beautiful and interesting display.
Corresponding with these two buildings; but
further back in the same court, are two pavilions
erected by the Canadian Pacific and the
Grand Trunk railways. The open space of the
Court of Progress is being laid out by French
gardeners under M. Vacherot, director of hor-
ticulture to the City of Paris, and it is already
planted with rows of small, elaborately trained

fruit trees. French horticulture and viticulture
will be a prominent and novel feature of the ex-
hibition.

Passing back from the Court of Progress
across the Concert Garden, one finds on the
opposite side the great stadium, where the
Olympic games will be held. It really is great.
It is oval shaped with straight sides. The
arena is turfed, with a water basin down one
side for aquatic sports. Outside the arena a
broad cinder track for foot races runs all round,
and outside that again a broader track with
banked ends for cycle and motor races. The
seats for spectators rise in tiers round the en-
tire arena, every part of which is visible from
every seat. The seats are roofed over down
the two sides of the stadium, but open to the
sky at both ends. The proportions are Roman.
The width of the stadium is that of the Circus
Maximus, the running track is one-third of a
mile in length, the water basin is over 100
yards long, the arena inside the tracks is 235
yards long, and the seats will accommodate
70,000 spectators. There is said to be room al-
together for 150,000 spectators, and a bird's
eye view does not suggest any doubt of the
statement. The great stadium built at Athens
for the Olympic games could be set down in-
side the tracks. Motor-cars will be able to run
up to 60 miles an hour. Here most of the
Olympic contests will be decided, but a good
many of the events, including the 25 miles
"Marathon" race, golf matches, lawn tennis,
polo, racquets, tennis, motor-boats, rowing,
shooting, and skating will take place elsewhere.
In the stadium there will be athletics of all
kinds, archery, fencing (in an adjoining
ground), gymnastics, and, in October, lacrosse,
hockey, and football. In connection with this
branch of the exhibition is a club, the Imperial
Sports Club, which is very handsomely housed
near the stadium. Lord Desborough, who is
chairman of the British Olympic Association, is
president of the club.

So far we have taken the Concert Garden
in the centre, with the Court of Progress on
one side and the stadium on the other. Pro-
ceeding north from the Concert Garden, one
comes to some amusements and then to the
colonial sections. The amusements must be
left for the present, with a bare mention of the
flip-flap, which is the principal novelty. Two
gigantic iron arms, 150 feet long, lie extended
in opposite directions, fixed at the base, free at
the extremities, to each of which a hanging
car is attached. These are slowly raised in the
air as each arm rises to a vertical position,
when they cross and are lowered again; thus
each car describes a semi-circle in the air, ris-
ing to a height of 150 feet. Close to this sin-
gular contrivance is the Canadian hall, which
will be very large, but is at present in the early
stage of iron framework. The Dominion is
prepared to spend £100,000 and may be relied
on to do its share handsomely. New Zealand
is housed just opposite, and a little further on
Australia occupies a large space with a very
fine hall which is now well advanced. Then
there is Ceylon and India, with quite distinct-
ive Mahomedan architecture, followed by
Crown Colonies. Out here, too, an Irish vil-
lage with a round tower is being built. These
buildings are arranged on one side of a cres-
cent with the French colonies opposite; the
latter include Indo-China, Algiers, Tunis, and
West Africa, and present fresh architectural
features of their own.

So much for the northern end. There re-
mains the southern end, on the far side of the
Concert Garden in the opposite direction. First
comes the Court of Arts, which is the largest of
all the courts and contains eight separate halls.
It must occupy quite 20 acres. At one end is
the Fine Arts Palace, at the other the Palace of
Decorative Art, and between them the French

and British applied arts, women's work, and
music. There are also sundry restaurants and
the like. Beyond this magnificent court is the
smaller, but more beautiful, Court of Honor al-
ready described. The halls flanking it on each
side are devoted to the exhibition of indus-
tries, about which little information is as yet
available, except that the British side will show
chiefly textiles and chemical products. The
cotton and linen display will be very good, as
many of the leading Lancashire and Belfast
houses have secured space. But details must
be left for the present. Adjoining these halls
are three others, one for educational exhibits,
another for pure science, and the third for vari-
ous industries.

It is hoped that this general sketch, which is
no more than an outline, will convey some idea
of the extent of the exhibition and its wealth
of charm and interest. The honorary president
is the Duke of Argyll, the president is Lord
Derby, and among the vice-presidents are the
Archbishop of Canterbury, the Duke of Bed-
ford, Lord Lansdowne, Lord Avebury, Lord
Rothschild, and Lord Strathcona. Of the ex-
ecutive committee Lord Selby is chairman and
Lord Blyth vice-chairman; Lord Welby pre-
sides over the finance committee, with Gustave
Chevallard for his colleague; Lord Blyth and
Sir John A. Cockburn are the heads of the or-
ganizing committee; and Mr. Imre Kiralfy is
commissioner-general. The chairman of the
group committees are all gentlemen of the
highest standing in their own departments; and
Lady Jersey and the Duchess of Sutherland are
at the head of the Women's Work section. The
project, which was originally brought forward
more than two years ago by the French Cham-
ber of Commerce in London, was formally
adopted in July, 1906, at a Mansion House
meeting. It has secured the approval of the
King, the official favor of some of his ministers,
and the active support of the French govern-
ment through the Comité Français des Exposi-
tions a l'Etranger. Its principal object is to
promote the commercial and social intercourse
of the two countries. The profits, in accord-
ance with a resolution passed when the scheme
was adopted, will be devoted to some public
purpose.

AN ENGLISH JEW'S FORTUNE

Just over half a million—of which £450,000
is net personality has been left by the late Mr.
Harris Lebus, of South Hampstead. Mr. Le-
bus, who was a cabinet maker and a director
of various limited companies, began business
life in his father's little cabinet making shop at
Wellclose square, in the East End. Here he
was accustomed to wheel out his father's work
in a little barrow.

At the time of his death Mr. Lebus was the
largest wholesale furniture maker in the king-
dom, his Tottenham works employing more
than 3,000 hands. There are also large show-
rooms and offices in Tabernacle street. Mr.
Lebus was mainly responsible for the vogue
which "fumed oak" obtained some years ago.
He was born in Hull, and was fond of saying
that he was "proud to be an English Jew." He
was fifty-five years of age.

"Where hav yez been this avenin'?" asked
O'Reilly of O'Toole.

"Sure, I have been playing 'Bridget
whist'," said O'Toole.

"Bridget whist? An' how do you play
that?"

"I sit in the kitchen wid Bridget, an' ate
pie an' cake and chicken, an' whin Bridget
hears the missus comin' she says 'whist'—
Philadelphia Ledger.