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L. E. Waterman Company, Limited, Montreal

WHAT THE WAR WAS ABOUT

LITTLE THINGS THAT HAVE LED TO BIG BATTLES.

More Territory Wanted Is Usually The Cause For Most Wars.

What are they fighting about? That is a question that could be truthfully answered, in nine wars out of ten, by some variation of La Fontaine's fable about the wolf and the lamb. But it would never do for one country to say to another: "We badly want some of your territory, and we are going to have a try to take it from you by force." So some more or less reasonable pretext has to be found, or some deliberate insult given which the other side cannot ignore, says London Answers.

To illustrate the petty pretext, let us take the war between France and Holland in the reign of Louis XIV. That war was declared because, it was said, the King of France had been ridiculed on some medals struck at Amsterdam. The assertion was that the Dutch ambassador to France had caused to be struck a medal bearing his head and the motto: "In conspectu meo stetit sol," which may be translated: "At sight of me the sun stands still."

The Altered Wire. As the sun was the device of Louis, and he was generally referred to as "The Sun King," this was held to be very offensive, but it would hardly have led to war if the French king had not been on the look-out for an excuse to tackle the Dutch, with a view to stopping their military development.

It is curious that not only has no example of that medal ever been found, but historians are pretty well agreed that it never existed! As an instance of the provocative insult, the little thing that directly led to the Franco-German war of 1870-1 stands out from every thing else of the kind. The real cause of that war was that Prussia wanted Alsace and Lorraine, and felt herself strong enough to take what she wanted; but France was made to declare war by an insulting alteration made by Bismarck in a telegram that had been written by a secretary to convey to a German newspaper the fact that in an interview with the French ambassador, the old King of Prussia had court-

Model Breakfast

—has charming flavour and wholesome nourishment—

Post Toasties

and Cream.

This delightful food, made of Indian Corn, is really fascinating.

Corn, says Dr. Hutchison, a noted English authority, is one of the ideal foods.

As made into Post Toasties, it is most attractive to the palate.

"The Memory Lingers",

Sold by grocers—

Packages 10 and 15 cts.

Made in Canada by Canadian Postum Cereal Co., Ltd. Windsor, Ontario.

J. J. Hills' Fearlessness and Shrewdness Made Him Rich

"King of the Amer West." Began Work as Clerk in Ontario Store

James J. Hill is rightly regarded as the foremost of Aladdins of American railway enterprise. He is a Canadian by birth, having been born in Wellington county, Ontario, in 1838. He was a great admirer of the works of James Fenimore Cooper, and it was through the influence of his books that Hill's attention was called to the great possibilities of the West. To get the money by which he could make the trip from his home, it was necessary for Hill to go to work in a store. For three years he slaved in a menial position, and, besides supporting his mother, managed to save a little money, enough to take him on his great expedition.

Hill went to St. Paul, which was a small village then on the hem of civilization. The conditions there were hard and the life rough. Hill hired out as a mere roustabout on a wharf, carrying wood and freight on his back from the wharf to the decks of Mississippi steamboats for \$2 a day.

He became a shipping clerk in the offices of the Dub. que and St. Paul Packet Company. It was in this position that he first came in contact with some of the problems of transportation. It fired him to greater things, and he was soon established in business for himself. He became the agent for the North-western Packing Company and the St. Paul and Pacific Railroad, also engaging in the sale of coal and wood. He was the first, incidentally, to introduce coal in St. Paul, and he was the first to establish communication between St. Paul and Winnipeg, then known as Fort Garry.

In 1873 Hill went into partnership with Norman W. Kittson, of the Hudson Bay Company, and together they operated steamboats between Moorhead and Winnipeg. He was prevailed upon to attempt the reorganization of the St. Paul and Pacific Railroad, a bankrupt railroad, standing \$35,000,000 in debt.

The road was a joke in financial circles, and alarmists did all they



Mr. J. J. Hill.

could to discourage Hill in his intention to make it a paying proposition, but without avail. He persuaded Donald Smith and George Stephen to help him, and in 1879 the road was reconstituted under the name of the St. Paul, Minneapolis and Manitoba Railroad. Hill was made the general manager of the road. He saw personally to its development, and in 1886 the main line of the track was almost completed. All the bridges were built, tunnels cleaned, and the line ready for grading. Over 4,000 men were used in the work. To-day the Northern Pacific Railroad, which it has since been rechristened, represents a trackage of 6,000 miles.

Hill is now known as the "King of the North-West." His railroad hauls the greater portion of the 80,000,000 bushels of wheat raised annually in Minnesota, the 9,000,000 bushels contributed to the market by the Dakotas, and the 24,000,000 bushels from Oregon. Only his fearlessness and far-sightedness have enabled Hill to become one of the nineteen richest men in the world.

ADVENTURE IN THE ARCTIC.

Nansen's Brave Deed Almost Cost Him His Life.

In the annals of the arctic few things are more worthy of admiration than the courage with which Nansen and Johansen set out from the ice-bound Fram to make their famous dash toward the pole. They established a new farthest north record by reaching the eighty-sixth parallel. From that point lack of provisions and the bad condition of the ice made them turn back.

After great hardships, land was finally reached, and they spent the long arctic night under the shelter of a cliff in a rude hut of ice and walrus hides. At Christmas they "celebrated" in this limited manner: Johansen turned his shirt, and put the outside one next the skin. Nansen did likewise, and washed himself in a quarter of a cup of warm water. For supper, they ate a portion of the provisions they were keeping for the journey south in the spring.

Five months later, a narrow channel opened in the ice, and they launched the two light kaiaks that they had carried on their sledges for more than a year. A few days afterward, disaster nearly put an end to the expedition. The incident is related in "The Siege and Conquest of the North Pole," by Mr. George Bryce.

In the evening, their legs felt stiff with sitting in the kaiaks all day, and they landed on the edge of the ice, so that they might stretch their legs. After the kaiaks, which were lashed together, had been moored by means of one of the braces, they ascended a hummock close by, and had been standing there only a moment, when Johansen raised the cry that the kaiaks were adrift.

They ran to the edge of the ice, but the boats were already a little way off, and were drifting quickly. The position was a terrible one, for all they possessed was on board. Nansen at once threw off some of his clothing, handed his watch to Johansen, and sprang into the icy water. He knew that if the boats were lost, it meant death to him and his companion. At first it seemed more than doubtful whether he could manage to regain them. When he got tired, he turned over and swam on his back. At length he gained a little, and redoubled his exertions.

By this time, Nansen felt his limbs stiffening and losing all feeling, but the distance from the kaiaks became shorter, and at last he was able to grasp a snow-shoe that lay across the sterns. He now tried to pull himself up, but his body was so stiff with cold that he could not do so. After a little he managed to swing one leg up to the edge of the

sledge that was lashed to the deck, and then raised the rest of his body. They were saved!

With some difficulty he paddled the kaiaks back to Johansen, who admitted that he had ever lived through. Johansen now pulled off Nansen's wet clothes, put on the dry ones they had in reserve, spread the sleeping-bag upon the ice, and covered Nansen with the sail and everything he could find to keep out the cold. The next day Nansen was all right again, and in the evening they pressed forward once more on the arch that finally brought them out of the arctic.

Bright, Ruddy Cheeks For Pale Girls

No Longer Any Need to be Pale, Weak or Anemic.

By Following the Advice of Miss McEwen You Can Quickly Become Strong Again.

The pallid girl always lacks appetite. What little she eats is badly digested.

At night she is restless, she dozes, but doesn't sleep soundly. Vital force must be supplied and a general rebuilding take place before she will feel like she ought.

Dr. Hamilton has invaluable experience in these cases and found nothing so prompt in building up young women as his vegetable pills of Mandrake and Butternut.

Dr. Hamilton's Pills begin by cleansing the system and purifying the blood; they also improve digestion and render food ready for absorption. Additional nourishment is quickly supplied and the patient is fast strengthened and invigorated.

Full of spirit, ruddy and strong is the girl that assists her system by the use of Dr. Hamilton's Pills.

The following recent letter from Miss Edna McEwen, of Haliburton, speaks for itself:

"In using Dr. Hamilton's Pills I find my system is wonderfully built up. It is certainly the most effective remedy I ever used. I have now a good appetite, sleep more soundly, and am waken in the morning feeling quite refreshed."

"Formerly I felt tired and depressed. I looked as if a severe illness were hanging over my head. Nothing could give quicker results than Dr. Hamilton's Pills and I strongly advise every young woman to use them."

All dealers sell Dr. Hamilton's Pills, 25c. per box or five boxes for \$1.00, by mail from The Catarrh Co., Buffalo, N. Y., and Kingston, Ont.

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LOOK FOR THE BLUE PACKAGE BE CAREFUL TO SEE THAT LABEL ON PACKAGE IS BLUE. NO OTHER COLOR EVER USED ON ROYAL YEAST. REMEMBER THE COLOR BLUE. E.W. GILLETTE & CO. LTD. TORONTO - ONT.

TORONTO CORRESPONDENCE

INTERESTING BITS OF GOSSIP FROM THE QUEEN CITY.

The C. N. R.'s New Townsite—General Lessor and Other—Interesting Law Suit—Hamilton's Fate

It has long been recognized that Toronto's great handicap as compared to Montreal lies in the fact that the Canadian Pacific Railway and the Grand Trunk Railway both have their headquarters in the city. The C. N. R. keeps its headquarters in Toronto, but the Grand Trunk Railway has its headquarters in Montreal.

It is of passing interest that the founder of the "Variety," the Toronto publication which has recently been in the limelight in connection with the dispute with Principal Savage, Hamilton is the President.

The winning of three football championships in one day by the city of Hamilton has brought that rival of Toronto more prominence in these parts than it has had in many a day. Football publications are not the best kind of publicity, but the Hamilton city's feat is a more than ordinary civic spirit.

Hamilton used to be a continuous hotbed of all stock jokers in Toronto. On the whole, it is not a very pleasant place to live, but the practice of dying out. Perhaps one reason is that it is getting so big that it is no longer considered Hamilton as a serious rival. Toronto now points with pride to the fact that its population is increasing every year by more than 10,000 births, apart from the population added to by immigration and annexations. Some six or seven years ago Hamilton put on a considerable spurt and secured the location of a large number of important American industries, but in recent years its increase in population has not been so rapid. At the same time it has nearly every natural advantage that Toronto has, and with the right kind of civic spirit and enterprise there is no reason why it should not become a large city.

THE EMPRESS'S PROMISE.

How She Showed Her Appreciation of Kindness.

An English gentleman who owns a fine estate on the coast of Spain once told the following charming story of the late Empress of Austria to a writer who communicated it to the New York Observer:

In the spring of 1892 the Austrian consul called on Mr. D., and said that the Empress Elizabeth, understanding that he proposed to spend the season in England, greatly desired to rent his house. Mr. D. replied that he should feel highly honored if her majesty would consent to occupy it for the summer.

When he returned with his family in the autumn, a note came from the empress, saying that she would pass through Jerez on a certain day, and desired to breakfast with them. Her majesty expressed her indebtedness to the D.'s for a delightful summer, and begged that she be allowed to make them some compensation; but the offer was gracefully refused. At length the empress said:

"Is there nothing I can do to show my appreciation of your kindness and courtesy?" "Well," replied Mr. D., "if on your majesty's return to Vienna you will send me a small photograph with your autograph, I shall be honored in its possession, and I shall value it very highly."

Several months passed without the appearance of the promised post, and both Mr. and Mrs. D. rather unwillingly arrived at the conclusion that the illustrious lady had entirely forgotten them. But at last an enormous packing-case arrived from Vienna. It contained a finely-framed full-length oil-painting of the empress, the work of the Austrian court painter, one of the most famous artists of Europe.

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