

DEGENERATE FEET DESCRIBED BY DR. SMITH

Dr. R. Kendrick Smith, of Boston, American Osteopathic Association declared at the convention of the American Osteopathic Association that feet have degenerated to an amazing degree among civilized people as a result of wearing shoes.

"When you compare the city man's foot with that of the naked savage it can hardly be recognized as the same anatomical structure," Dr. Smith said. He criticized people for wearing shoes which are too small and urged the wearing of shoes which are straight on the inner edge.

Too many women sit down and grow old, declared Dr. Frances Graves, of Boston, in a paper. "Sit tall is the remedy proposed by Dr. Graves, and she told the specialists how to do it.

"It seems wise to instruct women," she said, "that if they lead normal lives they may look forward to a normal middle life. It is not a normal life for a woman to settle down to sitting the greater part of the day. The normal life is not gained by too little or no exercises, and too much food.

"The great thing, if one would have a normal middle life, is to keep the circulation active. Sweets and starches should be practically eliminated from the diet. No sitting down for the afternoon with a book and a box of candy. No more protein than is needed to balance the diet.

"The diet should be rich in fresh fruit, green vegetables and raw foods"

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\$500,000 LOSS IN THE REVENUE

The provincial government, as a general principle, does not regard with favor any suggestion that retroactive reductions be put in force, according to an interview granted the Globe by the premier at noon, at the conclusion of the hearing granted a delegation of lumbermen. The session this morning winds up the government meeting here for the present. Asked for a specific statement about the petition of the lumbermen for a reduction in stumpage rates, to apply to last winter's cut as well as to cuts in the future, the premier replied that a retroactive reduction in rates would reduce the provincial revenue by half a million dollars. To grant the relief requested by the lumber operators would mean that the people would have to be taxed to make up the deficit in revenue which would result. So far as a reduction on future cuts

is concerned, the premier advised that it was a question for consideration by the government. No action was taken this morning. Concerning the revenue from this year's cut, he said the lumbermen alleged that under present conditions of the market, prospects of lumbering operations being carried on under the present stumpage rates were not bright. Under reduced rates, it would be possible to carry on some lumbering so as to give employment.

There is no definite assurance that a reduction in rates would mean a larger cut and hence more revenue than might accrue should there be no change in the rates.

Another feature of the lumbermen's requests is that the reduction is asked for a fixed term, say five or ten years. It is argued by the petitioners that a lower rate for a fixed term would bring in outside capital. On the other hand it is pointed out, that in Quebec where there was a rate fixed for a term of years, the government, with the consent of the lumbermen, increased the stumpage on account of the fact that the price of lumber soared to such an extent that the government had to demand more money for the product of the crown lands.

A fixed term is favorable to the investor but might not be advantageous to the government on a rising market. Further, should there be a continued decline in prices of wood goods, the operators, despite a reduction made for a fixed term, might again petition for another slash in stumpage rates.

LIPTON TO TRY AGAIN

The interesting announcement is made that Sir Thomas Lipton will try once more for the America's cup. His challenge, it is reported, is expected soon. It is said that he will have another Shamrock, the fifth of her name, which he believes will be the fastest yacht ever built.

Sir Thomas has tried to lift this trophy several times. In 1898, in 1900 in 1902, in 1913 and in 1920 his challenges were keenly interesting to the yachting world. Each series of races were sailed in the year following the issuance of the challenge except in the case of that of 1913; then the races were postponed for seven years on account of the war. The first Shamrock was a Fife designed cutter and was beaten by Columbia in 1899. Shamrock II, designed by Watson, was beaten by Columbia in 1901. Shamrock III, designed by Fife, was beaten in 1903 by Reliance. Shamrock IV, designed by Nicholson, was defeated by Resolute in the 1920 races. Lipton's boats have been mere racing machines. In 1903 a clause was inserted in the racing agreement providing for a postponement of the race in case there should be too much wind. During the series of that year and again last year advantage was taken of this clause and races were postponed.

Yachting experts are pointing out that racing machines of the Shamrock-Resolute type ought to be barred. That is likely to be done in time, but it is doubtful if the racing agreement in connection with the America's cup will be so altered while Sir Thomas Lipton is in the field.

WERNER HORNE IS DEPORTED FROM CANADA

Montreal, Aug. 11—Capt. Werner Horne, the German spy, who has been confined in a special room at the Immigration Building, will leave here today on the steamship Poland for Hamburg, being deported from Canada as an imbecile after serving six of the 10 years of imprisonment to which he was sentenced after attempting to wreck the Vancouver bridge.

He was visited by a passport agent this morning with a view to obtaining passport particulars. The agent states that during half an hour's conversation Horne was continually talking of dukes and princes, the millions he has in bank, of his being son of the ex-German Emperor and of other prominent personages. In the end the agent was unable to get any sane information from him. He was positive the man is demented.

Horne asked if he might cable the Governor General of Canada for permission to roam about Montreal on parole. One thing Horne did say was that he was being kindly treated by Chief of the Immigration Department Byrne and his staff and that he had nothing to complain of. Mr. Byrne, who thinks that the man is insane, has given instructions to allow no one to visit or interview the prisoner, who is kept under watch at all times.

Horne is thoroughly German looking, with close cropped hair, pasty complexion and watery blue eyes. He acts petulantly and continually wants something or other. He was brought to Montreal from Dorchester, N. B. Penitentiary.

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Pumping Air Into the Brain

A brain tumor often causes idiocy, and sometimes death. Physicians are always working upon some method by which tumors may be exactly located without injuring the patient. Recently a doctor has discovered a process by which purified air may be pumped into the brain. This makes it possible to locate exactly the position of tumors, and to remove them.

THIS WOMAN'S MISERY

Ended by Lydia E. Pinkham's Vegetable Compound. Remarkable Recovery of Mrs. Church.

Smiths Falls, Ont.—"I suffered with falling of my organs, pains around my heart and in bowels and down my legs, neuralgia in my face and head, and that terrible sinking feeling. I felt that I could not live and would fix my house in order every night so there would be no trouble if I dropped off in the night. My husband went to the druggist to get the best remedy he had and he gave him Lydia E. Pinkham's Vegetable Compound. I took six bottles and felt a lot better. I will always recommend the Vegetable Compound, and you can use these facts as a testimonial."—Mrs. J. O. Church, Box 845, Smiths Falls, Ont.

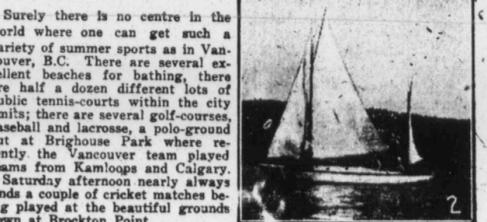
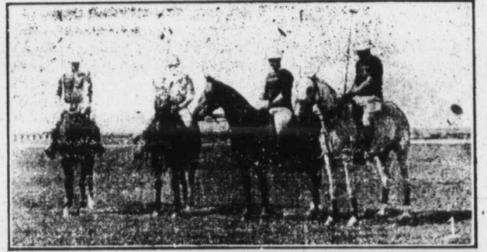
The success of Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, is unparalleled. It may be used with perfect confidence by women who suffer from nervous prostration, displacements, inflammation, ulceration, irregularities, periodic pains, backache, bearing-down feeling, flatulency, indigestion and dizziness. Lydia E. Pinkham's Vegetable Compound is the standard remedy for female ills. If there are any complications about which you need advice write in confidence to Lydia E. Pinkham Medicine Co., Lynn, Mass.



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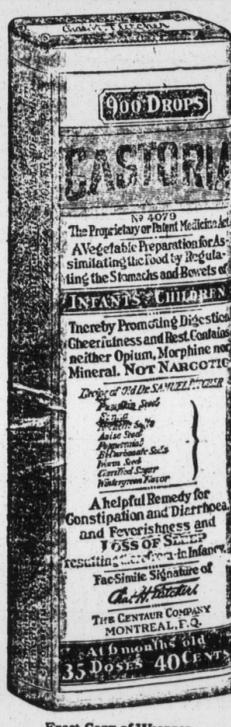
Sports on the Pacific Coast



Surely there is no centre in the world where one can get such a variety of summer sports as in Vancouver, B.C. There are several excellent beaches for bathing, there are half a dozen different lots of public tennis-courts within the city limits; there are several golf-courses, baseball and lacrosse, a polo-ground out at Brighouse Park where recently the Vancouver team played teams from Kamloops and Calgary. Saturday afternoon nearly always finds a couple of cricket matches being played at the beautiful grounds down at Brockton Point.

But the most popular of all amusements in Vancouver are motor-launching and yachting. The harbor down by the Yacht-club is dotted with pleasure boats of every size and build; motor-power boats from the little row-boat with an outboard motor fixed inside it right up the scale to the beautiful new launch from Seattle, 110 ft., built originally for a submarine chaser.

- (1) The Vancouver Polo Team at Brighouse Park.
 - (2) Sailing in Vancouver Harbor.
- 60 ft. yawl, the "Patricia," built specially for the Lipton Cup between Vancouver and Seattle, and the only boat on the Pacific Coast that has the Marconi rig.
- But these are only a few of the hundreds of boats that dot the blue waters of Burrard Inlet or the more adventurous seas outside on a summer's afternoon.



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FATHER POINT



Father Point Lighthouse. Fog horn Station and Keeper's House.

Father Point is a little Quebec cape jutting out into the St. Lawrence where it is still an ocean. It is here that the immigrant from European countries during the summer months gets his first human touch with Canada and Canadians. Father Point would not appeal to the ordinary tourist or holiday maker. It is off the beaten track and only reached by car from Rimouski. Its charms are merely that of hundreds of other French Canadian villages which are more accessible. The fresh breezes blow from off the St. Lawrence as they do upon countless other fishing villages along the river shore. This place is a haven for the tired, the brain-taxed, the overworked and neurotic in its meditative calm and brooding hush.

The great interest in the little hamlet is for those who go down to the sea in ships. Near the extremity of the point a modern lighthouse has been erected which each night flashes its warning light across twenty miles of water. In close proximity is the giant foghorn blasting its message when fog enshrouds the light. Upon the hill stands a wireless station, which receives advice of every vessel entering the Gulf before it proceeds up the river. A coastguard and life saving station completes the precautions for the preservation of vessel and man upon the water.

But greatest interest centres in the "Eureka," the sturdy little government pilot boat which leaves its pier of the point to take out a river side for all vessels going up to Quebec or Montreal. When the wireless report is received of the approach of a vessel, all eyes are turned riverwards and glasses and telescopes focussed upon the streak of the horizon following it as it takes shape over the rim of the sea.

Larger and larger looms on what turns out to be a giant passenger liner of the Canadian Pacific bound with a heavy freight of human souls for the St. Lawrence ports. When about half a mile away or so the pilot boat leaves its pier and steams to meet its mammoth sister. The pilot is, however, not the only man to go on board. There is the Inspector of Immigration, the Colonization Agent of the Canadian Pacific and the representatives of the passenger department of the same company, all having the same object, assisting the steamship passengers, preparing them for debarkation and facilitating the actual landing. And so it is a goodly little number the pilot boat takes out on its short voyage.

It takes the speedy little craft but a short time to reach the big liner now merely drifting with the tide and waiting its arrival, and with a deft little swing she glides gracefully alongside, the buoyancy of the pair forcibly suggesting another interpretation of "Dignity and Impudence." All the while the passengers are crowding the decks, and hanging in a dense mass over the side eagerly watching, wondering, and applauding.

The rope ladder is dropped from the liner and swings out from the side at such a height as to cause the pilot boat to rise up and hand over hand to be taken by the others who are to make the trip with the newcomers up the river. Remarks and light banter are intermingled with the usual words of hands and feet of the pilot boat crew, and the most of strict propriety. When the little boat pulls away, the train of the sea above it proceeds and in the whoop of shore and river the pilot boat turns her nose to the shore and figures and figures become obscure blue.

E. L. C.