VICTORIA SEMI-WEEKIN COLONIST



MET Mrs. Porter in Bond Street. She is a tall, aggressively energetic lady, of great volubility.

Mrs. Porter and I were not on the best of terms, on account of her niece, Avril. Personally, I had long consid-

ered Avril the most adorable girl in the world; but I believe Mrs. Porter regarded her as a particularly foolish, sentimental young woman, because she preferred my society to that of old Lord Grimm. I call him old, but he is really on the sunny side of fifty, enormously rich, and the ugliest, man in London-this again a purely personal opinion.

To return to Bond street. I caught Mrs. Porter's eye in passing, and bowed meekly. To w surprise, she stopped. We shook hands. "How do you you do, Mr. Ainsworth?

on look pale!" was her greeting. I apologised for looking pale-her tone had

plied that it was a sign of deteriorationand made the necessary inquiries concerning jor Porter, but I did not dare to mention

My husband is also looking pale," answered Mrs. Porter.

I always liked the Major, and sympathised with him as a fellow-culprit. "Is-is Miss March looking pale?" I fal-

'Mr. Ainsworth! said_ Mrs. Porter, se-

She had forbidden me to speak of Avril.

apologised again, and there was an awkward ause Perhaps you are wondering why I stopped

you?" said the lady. It was hardly to be expected that you

would," I began.

"No, considering your presumption in re-gard to my niece," she interrupted.

"My presumption was not surprising, was I ventured to ask.

But most ridiculous!" she answered. bowed.

purchase an automobile, and as I believe you e connected with the business, I shall be

glad of your advice." "I am distantly related to the senior partner of Ainsworth & Co., as you know, and acively employed at the firm's premises in Long "So I understand, Of course, you will re- Avril.

mmend an Ainsworth car?" 'Naturally."

her favorite colors!

Ah! I am sure I shall prefer some other

So Mrs. Porter and I walked down Bond street together-if only Avril could have seen

discussing her probable choice. What about a Deasy landaulette, fitted

with high tension Magneto ignition?" said I. 'Dear?" she asked.

About £800," I replied, carelessly. "That would be all right. The Major and

hink of buying the car as a very special dding present.

"Why not have a gearless electric Mer-les, or an electromobile, or a Daracq, at four five hundred?"

lainty little cars-or a Vauxhall or a Napier?"

"Honestly-an Ainsworth."

But which do you honestly recommend?"

Mrs. Porter could not resist a smile. We

pent the whole morning looking at cars, driv-

ng in a four-wheeler from garage to garage,

and she discussed the virtues of non-skid

yres, examined accumulators, and discoursed

on oils and lamps till my head ached, to say

nothing of the fact that she made me explain,

at length, the differences in tanks, bonnets,

lirst time, the meaning of Avril's gentle com-plaint—"Dear Aunt Charlotte is so thorough."

nd made to represent the opposition in a dis-

ission on women's suffrage-we parted at

e corner of Tilney street. I strained my

es for a glimpse of No. 9, at the opposite end,

the vain hope of seeing Avril. It had been nally decided that I should borrow an Ains-

orth car at the end of the week, to take Mrs.

"Half-past ten to the minute-here!" she

She had evidently made up her mind that

unworthy feet were not to touch the pave-

int of Tilney street. I was to wait in the

agreed submissively, and turned away.

It was a long time since she had called me

my first name, not having done so since I

ed to propose to Avril. "Perhaps it would be kinder to tell you the

flatter myself I took it well. She said she

You can hardly expect me to bring the or be happy in selling it, under the cir-

she said. "The car is to be a wedding

Harry!" exclaimed Mrs. Porter.

orter for a trial trip.

id, as we shook hands.

ter darkness of Park lane.

After lunch-I was taken to a ladies' club

lers and radiators. I understood, for the

I shall want it to be lined in blue or dove : said my companion. gave a little start. How often have I

myself as I walked away, for had not Avril already promised to marry me?

A special license is like matrimony itselfan expensive laxury. I should never have in dulged in it, the license I mean, if I had not known the determination of Mrs. Porter's character, and the obstinacy of Lord Grimm's, If he had made up his mind to marry Avril, and her aunt had once persuaded her to consent, I knew that my poor little girl would be helpless between them. She was only eighteen, and wholly dependent on the Porters' charity.

I wrote to Avril on the day following my ovial morning with her aunt, and sent my letter by a safe, secret channel, but she did not answer. For a couple of days I lived a wretched life.

On the morning when it was arranged that Mrs. Porter would meet me at the corner of Tilney street, at half-past ten to the minute, I arrived in the Ainsworth car at exactly ten o'clock.

It was slightly foggy. A taxi-cab happened to be standing at the edge of the road, the chauffeur having just deposited his fare at one of the houses. He was standing, on the pavement, lighting a cigarette, and his little red flag was raised—"For Hire."

Suddenly the door of No. 9 was opened, and a girl came out. I recognized her at once with a thrill of excitement. It was Avril. She gave one hurried glance over her shoulder, and then ran towards me, like a frightened bird, skimming over the ground from the doors of its cage.

I jumped out of the car to receive her. Our hands met "Oh, Harry!" she gasped. "My aunt is

coming!"

body in the house-stood Mrs. Porter. There was not a second to be lost. Avril's hand was still in mine.'

She stepped into the car, and I leapt in af-"The fact is, Mr. Ainsworth, I am going to ter her. We saw Major Porter rush out of the house and wildly signal to the taxi-cab on the other side of the road. The chauffeur was as prompt as myself, but we were both obliged to turn carefully, as the road was greasy with mud, and as my car made the curve into Park Lane I heard the taxi-cab close behind me. "Oh, Harry! They're after us!" cried

> 'Let 'em come!" I answered. "Where are we going?" she asked. "To Eden?" said I. Avril looked over her shoulder.

"I can see Uncle Charles hanging out of the window, shouting to the driver. Quick, Harry, quick!

I shaved between a hansom and the kerb, and made no answer. My eyes were fixed on the vital point in the distance-where Park Lane swept into Piccadilly. There were a couple of other motors, a horse 'bus, and a huge van in front of me. I was obliged to slow down, but just after we crept into the main road the policeman held up his hand, and Avril burst out laughing.

"He's stopped the traffic, Harry! I can see Aunt Charlotte's head at one of the windows

and Uncle Charles's at the other!" We swung into the line of vehicles moving westward. The excitement of the chase swept leard Avril declare that blue and dove are over me. Everything I valued in the world was at stake, and my car was in perfect condi-"The lining is a detail," I observed. "What o you say to a Talbot or a Crossley-awfully

'Look at me, Avril! You know how I love

I slackened speed, and laid one hand over hers. We were all alone on the windy com-mon. Her frightened, blue eyes and beautiful lips were very near my own-

"There's the taxi-cab!" she cried. Yes! I could see it myself on the edge of the mmon-and away we swept once more. It was when we were passing through Kingston that I told Avril of Mrs. Porter's in-

tention to give her a car as a wedding present. "Do you think we shall get it?"-said I. 'Of course, we shall-some day !" said Av-

ril. "In her heart of hearts Aunt Charlotte is very fond of you, Harry, but she couldn't resist Lord Grimm's money." "Perhaps you're right," said I; "but, still, I-

don't think we'll go any slower." Avril laughed, and strained over the back of

the car.

"Outstripped at last !' she said. "We have won the race. "Of course!" I replied, "for we have the

'god in the car'!" She repeated my words, and laughed again.

"The god of Love," I explained. "I understand," said Avril.

After we were married, by special license, in Surrey, Avril and I drove calmly back to town. Perhaps I had better draw a veil over the scene which took place on our arrival at No. 9 Tilney street.

I really thought Mrs. Porter would never forgive us-the Major is always, more amenable to reason-but my wife received a letter from her aunt last week, offering to accept our apologies and affection. She said she was sending us a wedding present-a present which dear Harry would greatly appreciate. I was rejoiced to hear it. I have always longed to possess my own car.

The present has just arrived. It is a particularly small two-wheeled cart, with a particularly slow, dear little pony .- Peggy Webling, in M. A. P.

FLIGHT BY AEROPLANE

E are able to record with pleasure that the most notable advance made for some time towards the solution of the problem of aerial flight has been achieved by an Englishman, says Engineering.

Since Mr. Santos Dumont made his first flight of 200 yards at Bagatelle in November, 1906 (but for some reason has failed to make further progress), several experimenters have been busy with various forms of machines, in the hope of being able to twin the Deutsch-Archdeacon prize of 22,000 offered for a flight of I kilometre. The flight was to be over an out-and-home course rounding a mark 500 metres distant from the starting line, and starting from, and returning to, this line between two flag-posts. Not long after Mr. Santos Dumont's success, it became known that Mr. H. Farman had also achieved a fairamount of success with his machine, and by dint of practice, and of the perfecting of his engine, his flights were gradually increased in length. In the month of November, 1907, Mr. Santos Dumont's and Mr. Farman's efforts alternately claimed the attention of the officials of the Aero Club de France, but while Mr. Dumont's attempts resulted in flights months before, Mr. Farman travelled with little better than he had achieved twelve apparent certainty distances ranging from 350 metres to 600 metres, the latter figure being

reported on both November 18 and 20. These vays on the straight, and for some time, on every attempt to turn, the machine touched the ground. On December 31, it is reported, a flight of about I kilometre was made over the official course on the military drill-ground at Issy-le-Moulineaux at a height of from 4 to 6 metres above the ground, the kilometre being covered in 1 minute 28 seconds, or at a speed of 40 kilometres 909 metres per hour. Mr. Henry Farman has thus won the Deutch-Archdeacon prize, and has succeeded in traveling in the air, by means of an aeroplane, a distance further than has been recorded for any other such machine, with the exception of the invisible Wright aeroplane. In addition to the prize of £2,000, Mr. Farman is awarded a gold medal by the Aero club de France; while silver-gilt medals will also be given to the firms of Voisin Freres and of Antoinette, the former being the builders of the aeroplane, and the latter the builders of the Antoinette motor. The latter firm also wins the gold medal offered by Mr. A. Triaca to the builders of the motor of the machine which should win the Grand Prix d'Aviation. The Farman machine consists of two sets of superposed planes. The Wright machine, so far as can be ascertained from details available, and the gliders used, by Chanute and others, consist of two superposed planes provided with horizontal guide planes. Mr. Farman's main planes are, according to the Scientific American, 33.45 ft. long and 6.56 ft. wide, and are placed one above the other, 4.92 ft. apart. Fifteen feet behind these is a second pair, 19.68 ft. long and 6.56 ft. wide. These latter planes are not parallel, the distance be-tween them being 5 ft. at the front and 4 ft. at the back. It need scarcely be said that the planes are arranged with their "length" at right angles to the direction of flight. Between the back planes are three vertical planes, of which the outer project for about 2 ft. beyond the back edge of the horizontal planes, while the central vertical plane does not extend fully across the horizontal pair. In front of the whole machine is a pair of small horizontal superposed planes, used together as a rudder. The aggregate area of the support ing planes is, according to the figures given above, 697.5 square feet.—Engineering.



ET us begin with the sufficiently general statement that we live in Canada, some of us since yesterday, some of us for six generations. To say that we are Canadians might involve us in contro-

vensy; and one would be simpleminded, indeed, who should attempt to set forth within the compass of a small paper whatthe term Canada does exactly signify.

Yet it is worth correcting the impression which was prevalent up to a few years ago at least, that a Canadian is a kind of Yankee, or an Indian, or even, necessarily, a person living in America who speaks French. There is nothing very profound in this observation, but it is as well that the fact should be established." With this definition Dr. Andrew Macphail, Montreal, opened his lecture on "The Dominion and the Spirit" before the May Court Club; Ottawa, recently, as the opening one of a series of lectures by different persons upon Canada and its affairs.

The lecturer, among other things, said :

"It is of some importance that we should make wheat to grow. The thing which is of more importance is that we should have a right season for undertaking that labor, and a right spirit in the doing of it. The man who makes two blades of wheat to grow where only onegrew before, for the mere purpose of providing unnecessary food, is working with the spirit and motive of a servant or a slave, even. The slave works because he is compelled to; the artist because he loves to; the fool does unnecessary work because he is a fool. Each one of us is part slave, part artist, and part fool. The wise man is he who strives to be all three in due proportion, and succeeds in not being too much of any one. But the tragedy of our life lies in this; that the man who was designed for an artist is by compulsion so often a slave. It is merely pathetic to see the fool engaged in his useless task, and comic to see a millionaire continuing to work at his queer trade.

Work, then, in itself, is neither good nor bad. A man who works to keep himself out of mischief is only a little less vicious than the idler. This 'work for work's sake' is entirely modern; and our present civilization is the only one which has ever been established upon that principle. To the Greek mind it was incredible that a free man should labor, even for his own oport. That was the business of the slave. The citizen had other occupation in considering how he could make the best of his life. His business was to think how he could govern himself, how he might attain to a fullness of

"It is not the modern view that a man should occupy himself with his life. With all our talk about freedom we have only succeeded. in enslaving ourselves. We have created for purselves a huge treadmill; and, if we do not eep pace, we shall fall beneath its wheels. Our nventions have only added to the perplexities of life. We have created artificial necessities and consume our lives in ministering to them.

"We in Canada have now attained to that condition against which woe is proclaimed. Woe unto you when all men shall speak well of you,' contains a penetrating truth. The vastness of our country and the

to which we belong is to do nothing in advance of necessity. The people of the United States adopted a different principle. They imposed upon themselves a set of doctrines from which they have been striving ever since to free themselves. For good or bad the British Em-, pire exists because it has been established day by day upon the experience of uncounted yesterdays; and so has been created a Constitution not on paper but sacrosanct in our hearts.

"It is fixed in the English mind that any given community has a natural right to govern itself as it sees fit; that no community of white men can long be governed by any other, that self-government is best. That is why Canada has been handed over to the Canadians, Australia to the Australians, South Africa to the South Africans. That has been the principle which has always guided England in her relations with her offspring, not to interfere in the internal affairs of another community, and Lord Salisbury was the greatest exponent of this principle.

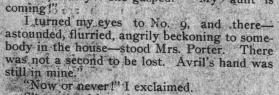
'If we in Canada are to become afflicted with a madness, and take it into our heads to establish an anarchy or other outland form of government, I do not think that England would do anything more than recall to our minds the fable of the silly beasts who would have a log or a stork for king; or that other, of the frog who would be an ox.

"We are governed in our conduct by conventions. There is a convention of the home, of the club, of the dinner, of the church. These conventions are based upon "the laws of kindness," as the Proverbialist defines it, upon affection. They make for good manners and amenity of life. There should also be a convention of kindness in our larger relations, ander which we would refrain from irritating each other. Under the influence of this spirit of kindness we will abstain from giving offence to Catholic or Protestant, to English or French to rich or to poor.

"Canada is the elder brother of all who have emerged from the loins of England. Too long we have been indifferent to the welfare of , each other. We have allowed our hearts to be hardened, and that is the worst evil which can

fall upon a man or a nation. "We can tell them much from our experience, and we can learn of them. Especially should we be solicitous for South Africa, the youngest born, and even for those alien breeds whom we have incorporated into the family. For the enrichment of our own spirit we should go occasionally to our old homes, wherever they may be, and also for the comfort of those of the family who yet inhabit them. The gain will be more to us by the visitation of our friends; for we)in America are living in the eighteenth century, an anachronism in the civilized world, in so far as ideas are concerned.

"The development of this family affection is, I venture to think, the true solution of the many problems which face the Empire. This tie will bind us forever: 'for many waters' the waters of the Seven Seas 'cannot quench love; neither can the floods drown it.' So shall we hand down to our children, not impaired but enriched this heritage which has been entrusted to us; and so shall we fulfill our duty to ourselves and to our posterity."-Montreal Star.



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Pacific Standard for west. It is counted s, from midnight to ires for height serve gh Water from Low

feet and tenths of versge level of the n each month of the s half a foot lower which the soundings part of Victoria har-

ances?" I observed. promise is a promise, Mr. Ainsworth!" was very true. I repeated the words to

ent for my niece and Lord Grimm."

relieved-but looked disappointed.

"Have they lost us, darling?" I asked, after a New minutes of tense silence, as we threaded our way through Knightsbridge.

"No, Harry! They're in hot pursuit!" I put on a little more speed as we left Sloane street and the Barracks behind. The road was in a better state, and I felt my Ainsworth quivering under my hand, like a living thing, as we skimmed down the middle of the road towards Kensington.

The taxi-cab followed my lead. Avril reported that they also were making speed. For-tunately, it was early morning. The traffic hardly interfered with our spirited run.

Hyde Park dropped behind. We flashed by the Albert Memorial. We manoeuvred through Kensington High street. They nearly lost us in a block of 'buses and carts near Olympia, but picked us up again at Hammersmith Broadway.

We took a daring short cut towards Hammersmith Bridge-crossed the river with our pursuers far in the distance-exceeded the peed limit through Castelnau, and found ourselves on Barnes Common. A gleam of wintry sunshine broke through the grey clouds, and a fresh, nipping wind swept through the bare branches of the trees.

"Where are we going now?" said Avril. I turned my head to look at her for the first. time. Her cheeks were glowing, and her leyes. were bright with happiness. I had never seen her look so bewitching.

"Into Surrey-wired last night to a man I know who has gone into the Church-curate at little place near Sutton," I answered in broken sentences as we tore along. "Got a special license-get married at once-darling-

"Oh, Harry! I can't! I've promised Lord Grimm-I'm afraid!" she cried. "Avril! Do you want to marry Lord Grimm?" "No-no!"

"Do you love me?"

"I must go back-I don't know what to say-

resources is our song in a chorus of wonder. Yet we might well remember that the bulk of Asia was not proof against the spirit of Greece. There are things which we must do for the care of our soul; there are things we must not do, if we would save our soul alive, if we are to have any meaning in history.

"Here we are outstretched three thousand miles between two oceans, squeezed in be-tween the frozen North and a nation from which we must differentiate ourselves, unless we are content merely to cast 'our lives ' into that welter of humanity. We are an aggregation of elements sufficiently diverse, separated from each other by mountains and wilderness, by language and theological dogma. But the difficulties are not insurmountable if we address ourselves to them with honesty and sweetness of temper. It will take a long time / into the Mississippi. It is, continues Engin--if we measure time by the life of man-to . compose our differences, and grow together; a short time if we measure time by the life of a nation

"There is much evidence that the process of organization will not be so slow in Canada as it was in England. The gulf between the rich and the poor is not impossible. To us birth is not a warrant entitling to position, nor is it that sense of traditional wrong which various sections of older communities have inherited. We have no political grievances. - Our public life is simple, and it is automatically purifying itself. Our newspapers are not entirely conciencless. There are many influences making for organic unity. Distance is losing its repelling force. We see more of each other. We meet together in the universities. Education is becoming organized. Even our school books are beginning to be written. from a Canadian, instead of from a narrow, provincial or sediious standpoint. Except in the province of Quebec, our schools are free from the taint of ectarianism, either Catholic or Protestant. Theological dogmas are freeing themselves from the spirit of hatred, and the churches are learning that religion is peace-peace within the soul, peace and goodwill to all men.

"The true principle of governing is to overn according to the genius of the race. ven is we in Canada would, we cannot depart from that principle. We can do no otherwise ment. These works are fu than as we are doing. The genius of the race illustrated in Engineering.

GREATEST COAL-CARRYING STREAM

The commercial and navigation interests of the United States have but recently awakened to the importance of the improvement of the various inland waterways, and Engineering says a society or congress has just been formed for the purpose of moulding and guiding public opinion on the subject, with a view to securing an annual appropriation of 50,000,000 dols. to be expended upon definite projects of general, rather than local, utility. Among these projects, probably the most important will be that for the Ohio river, which is formed by the uniting of the Alleghany and Monongahela rivers at Pittsburg, in the State of Pensylvania, and runs somewhat southwesterly for 966 miles to Cairo, Illinois, where it empties eering, the greatest coal-carrying stream in the world, immense fleets of coal barges leaving Pittsburg on every substantial freshet for the markets at Cincinnati, Ohio, Louisville, Kentucky, New Orleans, Louisiana, and other important commercial centres. As these rises are generally confined to the winter and spring months, it is necessary to load the barges, and otherwise store the coal, during the dry season, and then have a sufficient number of tow boats at hand to rush everything to market, and get back into port with empty barges, to await another rise. This ties up much capital in floating craft, a character of plant which deterioriates rapidly; and in order to do away with this expense and waste; a system of locks and dams has been started, and is well under way, whereby there may be navigable water in summer as well as in winter. The tows are so large that in order to pass through the locks it is necessary to break up at each one, although the locks are 600 ft. long and 110 ft. wide. In order to avoid this delay in times of freshet, the dams are of the movable type, and are lowered on to the bed of the river, leaving it in its original condition, so that the boats may pass over uninjured. Not only is the main river to be slack-watered, but, adds Engineering, many of the tributaries have been improved, or are under course of improve-ment. These works are fully described and