

Lord Cecil Is Now in Charge of Blockade as Minister of War Trade

THE Government, through the Marquis of Lansdowne and later through Premier Asquith, announced in the House of Lords that it had decided to turn over all matters connected with the blockade of Germany to one man, who would rank as a full Cabinet Minister. The new post goes to Lord Robert Cecil, who, since the formation of the Coalition Government has been Under-Secretary for Foreign Affairs. He will retain this post, joining the Cabinet as Blockade Minister.

The new Minister, whose title will be Minister of War Trade, will be charged with the administration of the order-in-Council regulating the blockade, as well as responsibility for general policy and practice of the Government with respect to trade passing into or from neutral countries.

Lord Robert Cecil is a lawyer of wide experience and a young man, as



LORD ROBERT CECIL.

members of the British Cabinet go. In the Foreign Office he has been intimately concerned with the blockade operations, particularly in their relations to the complicated matters touching belligerent and neutral rights. His elevation to the Cabinet will give the Unionists another representative in the coalition councils.

The whole question of the blockade was threshed out at considerable length in the House of Lords. Baron Sydenham and Baron Beresford making the principal appeals for a stricter blockade, while the Marquis of Lansdowne and Baron Buckmaster defended the Government.

"The conduct of the war," said Lord Lansdowne, "is already in the hands of a small committee, and that committee, so far as the conduct of the war is concerned, has never since it was created been hampered by the interference of the civilian members of the Cabinet."

"It is by no means true that there has been anything approaching a universal increase in the quantity of goods passing to neutral countries in the past year. I maintain that the filtration of goods to the enemy through neutral countries is showing a marked tendency to diminish owing to the measures the Government has taken. Experienced officials say that practically no commodities of military importance are now being imported into neutral countries above the amount legitimately required for home consumption. Our blockade has accomplished some very satisfactory results, and I think the Cabinet scarcely deserves to be stigmatized, as it was the other day, as feeble and nervous. Our nervous policy has killed German export trade and seriously crippled import trade."

"I sometimes wish the people of this country could have experienced, say for a fortnight, of the conditions prevailing now in Austria and Germany. I am satisfied that we would then hear no more of this talk about the Government sitting with folded hands doing nothing."

Baron Buckmaster summed up the Government's position as follows: "Although the principles of international law are flexible and capable of growth and change, we cannot in this great struggle be too sensitive in considering what those principles really are. We should certainly have lost it, when the war ended, it could be charged that, under stress of necessity and because we thought we could thus get an advantage, we had used the power we possessed to infringe the legitimate rights of neutral peoples."

"We would rather have it recognized everywhere that the rights of neutrals were never so safe as when under the power of the British fleet."

Using Pasteboard Money.

Pasteboard sous and pieces representing denominations up to 5 francs are being used in some of the occupied French cities, owing to the scarcity of small change. The pastboards are of different colors and shapes—square, round, octagonal, oval, and diamond shaped.

At Roubaix, Tourcoing, Roncy, and Croix the money is guaranteed by the municipality and good only for use in transactions with merchants of the town where the money is issued. At Lille the pastboard sous were issued by the Bank of Lille.

The city of Valenciennes issues a new denomination of small change in the form of a four soifs piece (20 centimes), guaranteed by the communes of the arrondissement and redeemable four months after the conclusion of peace.

General Booth's Gift to Russia

AT the Guild Hall in London a few days ago General Booth, in the presence of the Lord Mayor and a large company, dedicated five motor ambulances presented by the Salvationists of Canada for the use of the Russian forces. The ambulances were drawn up in the Guild Hall yard alongside, with his Lordship in the semi-State coach and Salvation Army Chaplains serving with the Canadians numerously represented. The Salvation Army flag was in close proximity to the civic regalia. The Lord Mayor said it was the first occasion when a religious body working in a distant part of the Empire had sent Russia help in such a way. His Lordship mentioned he was a supporter of the Salvationist movement when it was not so fashionable as it was now. He also recalled personal friendship with the late General Booth, who received the freedom of the city.



GEN. BRAMWELL BOOTH.

of London on the same spot on which the son was now dedicating the Canadian supporters' gift to an eastern ally.

General Booth described the gift as from one of the Empire's fairest daughters to her mother's friend. "It has been a feature of our work to assist men and women in poor circumstances here to go out to Canada and better their condition. That work has been very useful. We were building better perhaps than we thought when we sent thousands of those men whom we sent from poor circumstances here volunteering for the defence of the Empire. These ambulances have been contributed in no small proportion by the very men and women whom in the past ten years we assisted into better circumstances in Canada." General Booth finished by handing the British Red Cross Treasurer £2,000 from the British Salvationists for five ambulances on the lines of Canada's gift.

Sir George Perley voiced the pleasure of representing the Dominion Government on such occasions. There were a good many Russians, he said, in Canada, who made some of the country's best settlers. Many were serving now in the Canadian army. The Russian Ambassador, owing to illness, was unable at the last moment to attend personally, but his Counsellor expressed the gratefulness of the Russian nation for the Canadian Salvationists' gift.

A Record for Escapes. William Gow, chief engineer of the Ropner freighter Dromonby of Hartlepool, will go down to posterity as the record breaking war victim. This is what has happened to him thus far.

October, 1914, chief engineer of the Ropner freighter Colby of Hartlepool; sunk by the German cruiser Kronprinz Wilhelm; taken as a prisoner of war to Newport News; released.

December, 1914, at his home in Hartlepool; his home destroyed by a fire from the German cruisers doing raid.

June, 1915, chief engineer of the Ropner freighter Gadsby of Hartlepool; sunk by German submarine U-39 in the week in which twenty-nine other freighters were torpedoed in the North Sea; picked up by a trawler after being in the water six hours.

January, 1916, chief engineer of the Ropner freighter Dromonby of Hartlepool; sunk by German raider in the Bay of Biscay; brought in the prize ship Appam to Newport News. And now Mr. Gow is returning to Hartlepool to get a berth on some Ropner freighter still afloat.

Swiss Take War Invalids.

Two hundred consumptive prisoners of war arrived in Bern the other day. Half of them are French prisoners from Germany and the remainder German prisoners from France. They are the first soldiers to be brought to Switzerland under the agreement recently made for the treatment of consumptives at health resorts of that country. The French prisoners are bound for Leysand and the Germans for Davos.

The French and German Governments have given orders to the men to make no attempt to escape, and if any of them should do so they would be treated as deserters and subject to court martial. They will not be watched by the Swiss authorities. Each nation will pay the cost of maintaining its own soldiers.

It is expected that about 20,000 Frenchmen and as many Germans will be permitted to avail themselves of treatment in Switzerland. Three hundred rheumatic prisoners of war from Germany and France will be cared for at Baden, near Zurich.

Scientific Farming

BLASTING TREE STUMPS.

Government Expert Gives Some Practical Advice to Amateurs.

To amateurs wishing to do their own blasting, here is some good advice from a government expert: While there is an element of danger in their use, any one who is ordinarily careful can safely handle the low grade powders used in stump blasting.

All powders should be used when fresh. Never use or try to use powder that has been on hand for a considerable time or that shows by the wrappers that it has been subjected to varying degrees of heat.

Powder that has been frozen should not be thawed unless for immediate use. Large amounts of explosives should not be purchased unless adequate means of storing them are provided.

Stumps can be blasted most economically when the soil is filled with



GETTING READY FOR A BLAST.

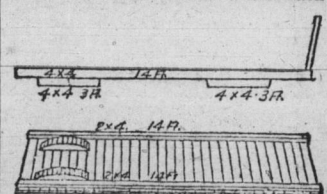
moisture, as the water fills the air spaces and the stumps leave the earth more easily. Stumps in sandy soil should never be blasted when the soil is dry.

All stumps, except those having a taproot, are blasted by placing the explosive in the earth beneath the stump. For small sized stumps that require not more than one stick of powder the hole may be made with a crowbar. For larger stumps use an earth auger two or three inches in diameter, or if the stumps are very large dig out a hole with a bar and shovel. Usually the force of the charge is directed more toward the side from which it is loaded. So it is best to place the charge slightly beyond the centre of the stump.

No man should attempt to use powder without first thoroughly learning the best methods of handling the explosive he intends using. This can be done by observing others at work and by reading directions furnished by the manufacturer.

Floor for Hayrack.

A floor for a hayrack that may be handy at this time of year and on through the winter months of hauling and feeding is the design of a western man. The bottom boards in this rack



are laid crosswise instead of the length of the frame. Take 4 by 4's for the bottom sills, use a 2 by 4 at each end, and the frame may be completed. It does not make much difference what kind of brace you use.

Safe Silage Rations.

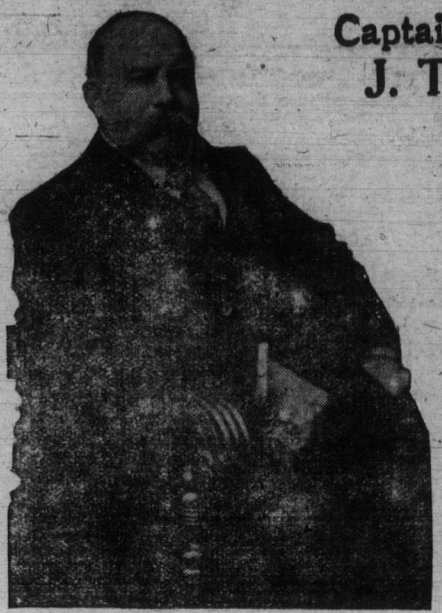
Silage is an excellent feed when given with judgment, but in some cases too much is fed and the stock bloats, says the Farm and Fireside. The table below gives the average quantity of silage per day that can be safely fed to different animals. It has the approval of P. G. Holden, the corn expert:

Dairy cows	35 to 40
Beef cattle	25 to 40
Young stock cattle	10 to 20
Horses and mules	10 to 15
Sheep	5 to 8
Stock hogs	4 to 6
Chickens	All they will eat

The amount of other feed given should naturally be taken into account. Usually it is safer to feed less silage than here listed rather than more.

A Fine Seed Potato.

Mr. M. H. Drain, Norwood, received by mail last spring one potato from his brother at Rosthern, Sask. Mr. Drain planted the potato, and this fall from the one tuber harvested 48 pounds of fine potatoes, not one of which has rotted, although other potatoes in the district were badly affected.



Captain J. T. Walsh

It takes a man with a big brain to preside over a big shipping department. To be successful in such a position he must be an amphibious individual—one equally at home on land or water. Captain J. T. Walsh, the genial Assistant Manager of the Canadian Pacific Atlantic Steamship Lines, is a keen business man, brisk and energetic, ever watchful to see that the lines proceed on their various courses safe and comfortable for the public and profitable for the Canadian Pacific Company. Captain Walsh has little to learn about the sea or about anything on land that concerns the sea, for ever since he was 16 years

of age his career has been floating along on the waves. Like Lord Shaugheassy, President of the Canadian Pacific Company, Captain Walsh is the son of Irish parents; he first saw the light in Chichester, England, in 1857. After receiving his education at the schools of the Christian Brothers he began his career as a seaman, and from the outset followed his track. He had travelled on merchant ships to most parts of the world, and he had obtained a wide knowledge of his business. In 1890 he was commissioned as a Lieutenant in the Royal Naval Reserve. While at Lagos, West Africa, during the Ashanti War in 1900 the dexterity with which he managed the embarkation services gained him honourable mention in the despatches of Colonel Sir J. Wilcox. In 1902 Captain Walsh retired from the Naval Reserve with the rank of Commander. He then took up the responsible position of Superintendent of the Elder Dempster Line in England. But in a short time afterwards, when that concern was absorbed by the Canadian Pacific Company, Captain Walsh became connected with the greatest transportation corporation in the world. Ever since embarking on the steamship business, in 1883, the Canadian Pacific marine service has had a triumphant career. From the outset there were competent men at the helm of the ships and at the head of the various governing departments, but none has filled the post of superintendent with more foresight and general ability than Captain Walsh. During his regime the Saint Lawrence route to the British Isles, thought always popular, has advanced considerably in popularity. At present many of the C. P. R. big vessels are in the service of the Empire. Captain Walsh pays a high tribute to the worth of the Mercantile Marine in the struggle that is being conducted on land and sea. Addressing the Montreal Sailors' Club a short time ago he said: "At one time it was considered that on account of the officers and men being distributed all over the globe the number procurable at short notice would be so small that their value as a naval reserve would not be very great. On this account a short service scheme was created from which men passed into the Royal Fleet service, and through this an immediate reserve was always available. It was found that directly the Royal Naval Reserve was called upon they flocked to the rendezvous in such numbers that it was difficult to place them all." On the same occasion he said: "As a sailor I am absolutely satisfied, come what may, that the Mercantile Marine may be relied upon to do its part to the bitter end. When the history of the war comes to be written the splendid services rendered by the Mercantile Marine are likely to find favourable mention, and the C. P. R. vessels are certain to have their meed of praise for the C. P. R. liners 'Metagama' and 'Missanabee' have carried more Canadian troops to the war zone than any other vessels. They also have brought back to Canada many wounded warriors."

The superintendent of these and other Atlantic C. P. R. vessels takes a wide interest in many departments of life in Montreal; he is President of the 'Celtic Sailors' Club of Montreal; member of the Royal Colonial Institute; Fellow of the Royal Geographical Society, and Trustee and Vice-President of the Last Post Imperial Navy and Military Contingency Fund. Under the heading of "War and Meritorious Service" the major part of Captain Walsh's official Government services are embodied in Colonel McLean's Royal Naval list.

SALT AS A LUXURY.

In Most European Lands It Is Dear and Used Sparingly.

Along many parts of the Brittany coast where the land is low you may see the sea salt industry being carried on on a large scale. In the United States salt is cheaply produced at inland points by evaporation from salt water pumped from deep wells, but in most of the countries of Europe the bulk of the salt which is consumed is made by the evaporation of sea water.

Sea salt is not so pure as salt which is produced from wells, as it contains a percentage of salts of magnesium, potassium and lime, with traces of iodine and other elements in addition to the sodium chloride which is the desired substance. But it answers the purpose about as well.

The sea water is let into great shallow basins or ponds at high tide, the flow being controlled by gates. The sun, which shines very powerfully on the south Breton coast, gradually evaporates the water, and the brine becomes constantly stronger. More water is let in from time to time until a certain point of saturation is reached, and then the water is allowed to dry up, and the salt is left behind as a thin crust or coating on the bottom of the ponds.

The salt is then gathered by means of rakes and scoops. In this form, of course, it is very impure, for in taking it up a large amount of dirt is taken up with it. It is piled up, and in due course the action of the rain and weather serves to filter out most of the dirt, and the salt is left in fairly pure condition.

As you go along through the salt districts you will see hundreds of these white piles of salt, containing perhaps a ton or so each. The crude salt is finally taken to mills, where it is put through refining processes and made ready for market.

Salt brings high prices in most European countries. It is such a luxury that the people have to be sparing of it. You might wonder why this is when Europe has such a huge coast line and all that is necessary is to let the sea water evaporate under the influence of Old Sol to produce all the salt any one could want.

But here is where the law steps in. The government assumes that the sea is its property, and it will not allow ordinary citizens to make salt from it or in fact make any other private use of it without a license.

Poor fishermen in Turkey were put in prison because they boiled sea water and made their own salt. This illicit making of salt was against the law, just as the making of spirituous liquor without a proper license from the government is against the law in this country.

DANGER IN GASOLINE.

This Substance Is Seven Times More Powerful Than Dynamite.

Do you know that gasoline gas is seven times more powerful than dynamite? asks the National Cash Register News in an article on the use of gasoline with safety in the home. Gasoline is a thin, water white liquid which evaporates rapidly and throws off vast quantities of vapor very inflammable and explosive when mixed with air.

Substances like cotton, linen, silk, especially when unwashed and undyed, become more or less electrified when rubbed or moved quickly in a bath of gasoline, the gasoline becoming negatively charged. Gasoline being a bad conductor, the generated electricity accumulates and reaches such tension that sparks are possible, igniting the gasoline and causing fire and explosion. Weather conditions affect the results decidedly, the dry air of winter being more dangerous than moist summer air. Gasoline explosions in garages are often brought about by static electricity, a fact definitely proved.

In case of fire tight cans are liable to explode, throwing the burning gasoline all over the premises, thereby augmenting the fire. For this reason gasoline should be stored outside the house, preferably in safety type cans (cans with fine wire gauze in neck and spout).

Gasoline used for cleaning should be used outdoors, at least fifty feet from any fire, light or burning substance, never in an enclosed room. The heavy vapors travel long distances and are highly explosive. Never clean gloves or clothing in gasoline should be accomplished by means of a dry stick.

Gasoline stoves should never be filled with a light or fire within fifty feet of the stove.

Tried to Fly.

John Milton in "Britain to the Conquest" says that in youth King Harold, last of the Saxons, strangely aspiring, had made and fitted wings to his hands and feet. With these, on the top of a tower, spread out to gather the air, he flew more than a furlong; but, the wind being too high, he came fluttering to the ground, maiming all his limbs, yet so conceited was he of his art that the cause of his fall was attributed to the want of a tail, as birds have, which he forgot to make.

Recommendation Not Necessary.

"So you're going to leave us, Mary?" "Yes, mum. I've got to." "And do you want me to give you a letter of recommendation?" "It ain't necessary, mum. I'm going to work for a willing to take chances. I'm leavin' to get married."—Detroit Free Press.

Women Know

that they cannot afford to be ill. They must keep themselves in the best of health at all times. Most of all, the digestive system must be kept in good working order. Knowing the importance of this, many women have derived help from

Beecham's Pills

These safe, sure, vegetable pills quickly right the conditions that cause headache, languor, constipation and biliousness. They are free from habit-forming drugs. They do not irritate or weaken the bowels.

Women find that relieving the small ills promptly, prevents the development of big ones. They depend on Beecham's Pills to tone, strengthen and

Keep Them Well

Directions with Every Box of Special Value to Women Sold Everywhere. In boxes, 25 cents.

STING OF THE AGY.

A Madagascar Plant That Can Drive Men Mad With Pain.

Among the many peculiar and disconcerting plants and creatures that abound in Madagascar, probably none is more surprising and disconcerting than the agy tree, so called, which is not a tree, but a climbing plant. The following incident, quoted by Mr. James Sibree, F. R. G. S., in "A Naturalist in Madagascar," illustrates the painful result of contact with the agy. The story is told by a Mr. Montgomery:

Walking under some trees and pushing aside the reeds and grass, I was startled by a sudden tingling and prickling sensation over the backs of my hands and fingers. I stopped in sudden surprise, for the pain was severe, and I had touched nothing except the grass. But in another minute the pain increased, the tingling, burning sensation seemed to be extending rapidly up my wrists, and I could see nothing to cause it. As I lowered my head to look scalding pain shot into my ears and neck and grew worse every instant. Dazed and bewildered, I stood a few seconds in helplessness, for I could neither see nor guess at the cause of the terrible distress. Then I got back to my company with agony written plain enough on every line of my face.

The men started up when they saw me, crying, "You have been stung by the agy!" Some of them led me to a seat, others rushed for water from the river, and two or three brought sand heaped up in their hands and water to take out the stinging hairs, which they knew caused the mischief. As they rubbed me I felt the pain abate, and after they had chafed me for about a quarter of an hour I was comparatively free from pain. While the men were rubbing me I was able to discern to some extent the cause of my distress. Countless hairs, like tiny arrows, almost transparent, pointed at either end and from a third to a fourth of an inch long had dropped on me in an invisible shower from the agy tree as I stood under it. Before I came away that afternoon, very cautiously I ventured to examine the tree at a little distance and found that the tiny hairs grew outside a thickish pod or shell not quite so large as a small banana. The pods were fully ripe (unluckily for me) just at that time, and the light wind was scattering their coverings.

Battle of the Herrings.

The battle of the herrings was the comical name given to a fight between an English force and a French detachment not far from Orleans in 1429. The English were conveying a large quantity of supplies, mainly herrings, for it was Lent, to the army that was besieging Orleans. The English had 1,600 men, the French 6,000. The former repulsed the assailants and saved the herrings, so the battle was named in honor of the supplies.—London Telegraph

A Wealthy Prince.

H. H. the Maharajah of Kapurthala, who has been out at the Front, is one of the wealthiest and at the same time the most highly-cultured noblemen in India. His rent-roll alone is estimated at about £180,000 a year, and he is the possessor of some of the most magnificent jewelry in the world. The value of it is reputed to be over £8,000,000.

\$1,000.00 REWARD

For information that will lead to the discovery of whereabouts of the person or persons suffering from Nervous Debility, Diseases of the Mouth and Throat, Blood Poison, Skin Diseases, Bladder Troubles, Special Ailments, and Chronic or Complicated Complaints who cannot be cured at The Ontario Medical Institute, 268-265 Yonge St., Toronto. Correspondence invited.