

HUDSON'S BAY NAVIGATION

Is Safe is the Report of London Times Correspondent Who Accompanied Earl Grey—Strongly Endorses Scheme

(L. S. Amery, in the London Times.) To sum up—the Hudson Bay route is certainly available for ordinary steamship traffic from July 20 to about November 10, and experience may very possibly prove that this period can be prolonged by a week at the beginning and a fortnight at the end. During that period the dangers and difficulties of navigation are, it would seem, no greater than those on the St. Lawrence route, and there is no reason why insurance rates should be prohibitive. Given proper facilities a Churchill it ought not to be impossible for ships leaving England about July 10 to do three trips into the Bay during the open season. The period is undoubtedly a short one. But an Arctic port like Archangel has for centuries conducted a large volume of trade within at least equally narrow limits of time.

In the Canadian Northwest the harvest is reaped in the course of August, and if threshing were done immediately most of it would be available for shipment before the middle of September. Even admitting the contention of the critics that a great part of the grain is not threshed till October owing to the farmers' anxiety to get on with other necessary farm work before the frost sets in, it does not seem unreasonable to suppose that, at any rate, as appreciable part of the crop would be able to get down to Churchill between the completion of the harvest and the beginning of November, quite enough to afford substantial relief to the existing congestion and to be effective in keeping down freight rates on the Lake Superior route. Meanwhile the earlier part of the open season would be available for the shipment of the remnant of the preceding season's wheat and for the export of cattle and other products.

As regards inward traffic, the period of navigation, though short, would be very conveniently timed. It would allow harvest hands to reach the prairie in time for their work and to return when the harvest work was over, and it would enable the merchants throughout the Northwest to meet the farmers' purchases after the harvest. This element of inward traffic is of the very first importance as an essential factor in keeping down the freight on exports. The export rate on grain from Hudson Bay is never likely to be cut down to the almost infinitesimal charge for which wheat is carried by the New York passenger boats. But with a remunerative inward freight it ought to be possible to keep down the export rate to a figure low enough to enable the saving on overland transportation to have its full effect. The benefits to be derived by Western Canada from the Hudson Bay route may or may not be over-estimated by some of its more enthusiastic advocates. But it is impossible to undervalue the project as any thing else but a reasonably secure and, indeed, promising "business proposition."

But the objections urged against the route are not confined to the mere question of its commercial feasibility. There is undoubtedly a feeling in Eastern Canada that the route may not only injure the railway and shipping companies which are interested in the Montreal traffic, but may also divert a large part of the trade of the West from Canadian to British manufacturers. These fears are ill-grounded and short-sighted. The greater part of the trade of Western Canada will always remain with Eastern Canada. If the Hudson Bay route gives substantial help to the development of the West, the Eastern manufacturers, railways, and shipping companies will all gain far more in the end by the increase in the general volume of trade with the West than they may sacrifice at the moment, in order to ensure that development. Moreover, the Hudson Bay route is as available for Canadian manufacturers as for British.

It may not, of course, be of any use to the manufacturers of Ontario. But it may make just all the difference to the Maritime Provinces, which at present have to face the handicap of the long railway haul to the West, and for which the Hudson Bay route might furnish just that stimulus to develop their industries and their shipping which they have lacked ever since the New England market was closed to them by the American tariff. That the fishermen of Newfoundland and the fruit and sugar growers of the West Indies will also be in a position to benefit by the new route cannot in any sense be regarded as injurious to Eastern Canadian interests. In any case, too, the manufacturers of Eastern Canada will do well to remember that the present high cost of transportation to the West is largely responsible for the low tariff agitation which has shown itself so active on the occasion of Sir W. Laurier's recent tour. A reduction in the cost of transportation such as would be afforded by the Hudson Bay route, in the benefits of which they could at least share equally with British manufacturers, would be far more to their interest than a general lowering of the scale of duties, almost the whole benefit of

which would go to American industries. There is even less justification for the argument that the Hudson Bay route, by diverting traffic from the East and West route, may accentuate the tendency to a separation between Eastern and Western Canada, in which many thoughtful persons have seen the greatest existing danger to the development of Canadian national life. That danger exists only in so far as economic conditions may attract Western Canada towards the adjoining States of the American Union. Any thing which brings Western Canada closer to England can only strengthen the national life of Canada, which, after all, is Canadian, and not American, just because it is British. Whatever the commercial prospects of the Hudson Bay route, nothing can be more desirable for Canada, from the political point of view, than the carrying out of successful development of a project which would add additional links between Western Canada and Great Britain and between Western Canada, the Maritime Provinces, Newfoundland and the West Indies.

POWER FOR EDMONTON

Possibilities Discussed of Securing Cheap Power for Alberta Blocked by a Group of Millionaires

Edmonton, Oct. 13.—It appears that the city of Edmonton will not be permitted to acquire the right to harness the Baller rapids on the Athabasca River without a fight. The city's representative, John S. Feilding, who was sent north a short time ago to investigate the power possibilities, finds that he has been forestalled, according to a letter sent to the city commissioners. When he got to the rapids he found this notice nailed to a stake facing him in the face: "Post No. 1, being the first post in a survey for the purpose of obtaining water rights on the Athabasca River at Grand Rapids taking in and including all necessary lands and all water passing thereover. Dated September 19th, 1910. (Signed by A. Violette, per M. W. Harris, witness, F. Violette)." Inquiries made this morning revealed the fact that A. Violette is apparently representing a large amount of American capital. He, with three companions outfitted here in a hurry after the city had announced their intention of investigating the possibilities and rushed away into the north, beating the city to the site of the proposed power plant.

It is understood they also have a representative at Ottawa looking after their interests. It is stated that one of the four men is a millionaire, and that they have been thinking of the power possibilities of the Athabasca for some months. Although the city received a telegram from the department of the Interior in August acknowledging the receipt of the preliminary application.

Phone to Peace River. Peace River Crossing, Alta., Oct. 13.—The telephone line reached this point on October 6. Quite a gathering of the residents was held at the place in the evening, where the office was set up in and much should have the honor. The first message, without exception, expressed himself as being highly delighted with the realization of one of the winter evening problems as regards closer communication with the outside world. The line is now being extended 16 miles further to the Shaftsbury settlement, from which point they will have telephone communication with this place this winter.

Peace River points. The banner crops around this district and the upper country will be a big inducement to incoming settlers. Mrs. A. Brick, of Shaftsbury settlement, has just finished threshing and has had a yield of 3,000 bushels of No. 1 wheat and 1,500 bushels of oats, and other farmers of the district report equally favorable crops. One of the new settlers of the Grand Prairie has threshed 1,500 Grand Prairie class oats. This at the selling price at present of \$1.50 per bushel, means a nice sum for the first year.

Investigate Faith Healing. Cincinnati, Oct. 12.—In the most important session that it has held thus far, the House of Bishops of the Protestant Episcopal Convention here this afternoon not only reversed its decision of a few days ago, when it refused to pass an amendment to the constitution providing for suffragan Bishops, but shortly after creating the new suffragan Bishops passed a resolution calling for a committee to investigate faith healing by means of prayer or suggestions. The suffragan Bishop question had come before the House of Deputies last week after the vote at that time was close. Today it was brought up again as a special order of business, and was adopted after a debate by a vote of 60 to 31. It required 53 votes to carry the measure.

A New Jersey school teacher has invented an apparatus for accurately testing the hearing of children, a bell being made to make sounds of varying intensity, to which the child listens through stethoscope tubes.

FALLON ON SCHOOLS

Opposed to the Bi-lingual System in Vogue in His Diocese—A Strong Letter From Famous Irish Catholic Bishop

Toronto, Oct. 16.—Bishop Fallon, Roman Catholic Bishop of London, issued a statement today from Goderich in reply to those who have raised a cry against him because of his attitude to bi-lingual schools in Ontario. The Bishop admits that his position was stated with exactitude in the letter to the Hon. W. J. Hanna written to Dr. Payne, giving a summary of the conversation he had with Bishop Fallon.

He sees no reason, he says, why a subject of such surpassing importance as the education of children should be discussed with bated breath. The bi-lingual system he scores in the following words: "The alleged bi-lingual system as it prevails in certain parts of the province of Ontario is absolutely futile as concerning the French and utterly hostile to the best interests of the children, both English and French." Then he quotes figures to show that nine parishes of his diocese with separate schools and upwards of 2,000 children on the rolls, ten pupils in all passed the entrance last summer. The public schools in the district under the bi-lingual system are even worse, for in these nine parishes they got on by seven through the entrance examination.

Appalling State of Affairs. "Every year since I came here I have offered a gold medal to the child who would pass the entrance examination. Not one has ever passed. And then one has an equally appalling statement to me regarding the admission of the children of the district. I present to him in still another district in which for the past 25 years not a single child has ever been able to obtain the entrance certificate. Now the fault is not with the children, or with the teachers, it is with the system, and it is against the system and the threatening extension of it that I protest. I have my protest on the rights of children to education in the community in which they are to live and that will open up to them the avenues of success.

"As things stand now these children will either remain where they are and then they will continue to be as they are, or they will move to Quebec to be classed as renegades because they do not know French or they will go elsewhere to be hewers of wood or drawers of water because they do not know English. Essex stands lowest in education amongst the nine counties that constitute the diocese, of London; everything flourishes here, but in Essex, choice fruits, and a great number of uneducated children. I would almost be inclined to believe in the existence of a well contrived conspiracy among the enemies of the French-Canadian people to keep them in a position of self-perpetuating intellectual inferiority.

Attacked by Bourassa Press. "I want," the Bishop added, "that the department of education to see that its servants live up to its own regulations, nothing more, and I object to selfish politicians controlling the appointment of school inspectors." Further scathing statements are made regarding the Bourassa press. "I am quite prepared also for the friends of the 'Lexington' and 'La Croix' side world. The line is now being extended 16 miles further to the Shaftsbury settlement, from which point they will have telephone communication with this place this winter.

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ditions that obtain children are either not sent to school at all or are with drawn in the face of the difficulties. During my present confinement tour, the French-Canadian pastor of a French-Canadian parish in Essex county said to me in the presence of witnesses: 'Half the boys whom you confirmed this morning (they ranged from eleven to fifteen years of age) can neither read nor write.'

PROVINCIAL ASYLUM

It is Announced That it will be Located in North Battleford. North Battleford, Sask., Oct. 15.—The provincial government have decided to locate the provincial asylum at North Battleford. This was the news given to the town today by D. Finlayson, M.L.A. The government have already secured the land, an ideal location on the banks of the Saskatchewan river being chosen. The sum of \$100,000 has already been voted by the Legislature for the asylum, and it is expected that active building operations will be commenced early next spring.

Abraham Lincoln and the Poets

One of President Lincoln's gifts was a extraordinary memory. As he used to say, he "couldn't help remembering." Mr. Noah Brooks cites many interesting examples of his power of retaining things he had once heard, "Of my cousins," he says, "John Holmes Goodnow, of Maine, was appointed consul-general at Constantinople early in the Lincoln administration, and was taken to the White House, before his departure for his post, to be presented the President.

When Lincoln learned that his visitor was a grandson of John Holmes, one of the first Senators from Maine, he immediately began to recite a poetical quotation, which must have been more than a hundred lines in length. Mr. Goodnow, never having met the President before, was naturally astonished at this, but when the lines were finished, the President said: "Your grandfather in a speech which he made in the United States Senate, in 1819, and he named the date and specified the occasion.

He used to say, however, that this happening to remember a poem was no sign of any special liking for it. Once he recited to Mr. Brooks a long and doleful ballad, "In the vein of 'Wilkins and his Dinah,'" and on finishing, said, with a deprecating laugh, "I don't believe I have thought of that before for forty years."

At the same time he was a great lover of simple and hearty verse. One of his favorites was Dr. Holmes' "Last Leaf." Concerning this poem, Mr. Brooks says:

"One November day Lincoln and I were driving out to the Soldiers' Home, near Washington, when the poet in the scene recalled the lines to his mind. Slowly and with excellent judgment he recited the whole poem. Enlarging upon the pathos and humor of Holmes, I found that the President had never seen a copy of the general doctor's works, so far as he could remember. I offered to lend him my copy of the poems, a little blue-and-gold book; and the next time I went to the White House I took it with me.

"About a week afterward I called one evening and the President, being alone, we settled down for a quiet chat. He took from a drawer in his table the blue-and-gold Holmes, and went over it with much gusto, reading or reciting several poems that had struck his fancy.

"Finally, he said that he liked 'Lexington' as well as anything in the book, 'The Last Leaf' alone excepted, and he began to read the poem; but when he came to the stanza beginning: 'Green be the graves where the martyrs are lying! Shrouded and tombless they sink to their rest,' his voice faltered, and he gave me the book with the whispered request: 'You read it; I can't.'

"Months afterward, when several ladies were in the Red Parlor, calling upon Mrs. Lincoln, he recited the poem without missing a word, so far as I could remember it. And yet I do not believe that he ever saw the text of 'Lexington' except during the few busy days when he had my book."

Mr. Brooks furnishes also a pretty story about Lincoln's first hearing of one of Longfellow's poems: "I think it was early in the war that some public speaker sent Mr. Lincoln a newspaper report of a speech delivered in New York." The President, apparently, did not pay much attention to the speech, but a few lines of verse at the close caught his eye.

These were the closing stanzas of Longfellow's 'Building of the Ship,' beginning with: 'Thou, too, sail on, O Ship of State! Sail on, O Union, strong and great! To my surprise, he seemed to have read the lines for the first time. Knowing the whole poem as one of my youthful exercises in recitation, began, at his request, with the description of the launching of the ship, and repeated it to the end. As he listened to the last lines: 'Our hearts'—our hopes, our prayers, Our faith triumphant o'er our fears, he eyes filled, and his cheeks were wet. He did not speak for some minutes, but finally said, with simplicity: 'It is a wonderful gift to be able to stir men like that.'

Keep Minard's Liniment in the house.

COMMERCIAL FAILURES

Marked Improvement Over Same Period Last Year—A Slight Increase in Liabilities is Shown

Commercial failures in the Dominion of Canada for the third quarter of 1910, reported by R. G. Dunn & Co. numbered 277, with defaulted liabilities amounting to \$2,246,071. This is a distinct improvement as to number when compared with the 307 of the same period last year, but there is a slight increase in liabilities over the corresponding three months a year ago, when they aggregated only \$2,170,515. Compared with earlier years however, the exhibit is extremely satisfactory in all respects, failures in the same period in 1908 numbering 340 for \$3,492,661, while in 1907 they were 297 and involved \$2,573,695. The number of defaults in the manufacturing division was exactly the same as last year, 69, but liabilities increased to \$775,432 from \$467,973. While this showing is somewhat unfavorable, it is a marked improvement in 1910 over the 97 for \$5,364,538 in 1907. Lumber and clothing are the only classes in this division which show any considerable increase over last year; in the former 12 for \$227,800, comparing with 5 for \$40,016 and in the latter 24 for \$213,202, against 18 for \$38,993. In the trading division there is marked improvement over last year and 1908, but the comparison with 1907 is indifferent, there being 203 suspensions in the third quarter this year with indebtedness of \$379,990, against 233 for \$1,894,542 last year; 245 for \$1,710,196 in 1908, and 196 for \$1,185,459 in 1907. Almost every report makes a more satisfactory exhibit than last year, notably general stores with 44 for \$274,541, against 50 for \$445,909, and miscellaneous with 19 for \$171,000, against 40 for \$531,698, while only dry goods shows a slight increase, this being largely due to a single failure in that class for upwards of \$100,000. In addition to the above there were 5 failures in the division embracing brokers and exporters, involving \$30,743, against 5 last year for \$18,000; 10 in 1908 for \$417,650, and 4 in 1907 for \$23,700. The report as a whole indicates very satisfactory business conditions and well maintained commercial progress, and but for the increased amount involved in manufacturing for the latest quarter would have been exceptionally favorable.

RAILWAY CHARTERS

Applications to Be Made at Next Meeting of Parliament. Ottawa, Oct. 14.—Increasing activity in railway development is evidenced by the large number of applications to parliament for legislation which will permit the construction of new branch lines in the Northwest: From Conquest, Sask., to Asquith or Dunfermline on Pheasant Hills branch. From Wilkie, Sask., southerly to the Moose Jaw branch. From Wilkie southerly and southerly to the Moose Jaw branch. From Boissevain, Man., to Lauder. From Crown Nest branch along Old Man River, about 55 miles. An extension of time is asked by the C. P. R. for the construction of the following railways:

- 1. From Lanigan to Prince Albert. 2. From Wilkie southerly and westward to the Lacombe branch. 3. From Outlook to Lacombe branch. 4. From Estevan to Forward on Weyburn branch. 5. From a point in townships 6, 7, 8, and 9, westerly to Lethbridge. 6. From Toulon to Marsh Point. Authority is also asked by the C. P. R. to make a terminus of its Lauder branch at Weyburn and to increase its bonding power in respect to its Toronto-Subway branch. The Manitoba and Northwestern Railway desires an extension of time for the construction of the following lines:

- 1. From Yorkton to Prince Albert. 2. From Russell to northern or west end boundary of Manitoba. 3. From a point between Portage la Prairie and Arden to the northern or western boundary of Manitoba. 4. From between Westbourne and Duck Plains to Lake Dauphin or Duck Mountains. 5. From between Theodore and Isin ger to township 32, range 13 or 19 from Bredenbury to Kamack. Extension of time is asked by the Kootenay and Arrowhead railway for the line from Gerrard and Arrow Head, and by way of Vancouver and Lulu Island railway for branch lines.

Health Laws. Ottawa, Oct. 13.—At the Dominion Public Health Conference today an interesting address was delivered by Dr. M. M. Seymour, Commissioner of Public Health for Saskatchewan, on the up-to-date public health laws of that province, which are recognized as constituting the most progressive legislation on sewage disposal and water works in the Dominion. The effect of the Saskatchewan law is that no municipality can issue debentures for the construction of a water or sewage system until that system has received the approval of the public health commissioners or can a vote be taken by the ratepayers respecting the construction of such works until the commissioners' approval has been obtained.

Arrested. Prince Albert, Sask., Oct. 14.—Considerable astonishment was evinced here when the arrest of J. P. Mountford, charged with stealing government funds, was made public. The accused was many years in the Mounted Police, ending up as Veterans Sergeant Major. He was one of the best known men in the province. About ten years ago he was married a well-known local young lady, and much sympathy is felt for the family that this charge should have been brought. The accused is very well fixed, having farms and considerable property. There is, therefore, no apparent reason for the speculation. He always had the reputation of being a shrewd business man.

SENATOR DOLLIVER DEAD.

Well-Known U. S. Politician Stricken With Heart Disease. Port Dodge, Iowa, Oct. 14.—Jonathan P. Dolliver, senior U. S. Senator from Iowa, died at his home here at 7:30 Saturday evening while a physician stood over him making an examination of his heart. Death came without a moment's warning, and Dr. Vanliver, who was making the examination when the instrument stopped, though the stethoscope had been broken. He looked up into the face of the senator to find that, silently and with terrific suddenness, the death messenger had called the soul of the statesman. Heart trouble was alone the cause of death and the minor ills which have bothered him during the last three weeks had little effect on his passing. Although Senator Dolliver had been ill for three weeks or more, during the last few weeks he had been up and around, even as late as two o'clock yesterday afternoon. Mrs. Dolliver, her two daughters Margaret and Frances, who are here with their brother George, were in the room when Senator Dolliver died.

LAST CROP BULLETIN

Shows a Depreciation in Crop Averages in the Western Provinces—East Provinces Retain High Averages

Ottawa, Oct. 11.—The Census office publishes today a bulletin on the condition of crops in Canada at the end of September. The reports show low averages of condition for the whole of Canada than those of a year ago, but the reduction applies chiefly to the Northwest provinces. In the eastern provinces a high per cent. is maintained for nearly all the crops, and quantity and quality are nearly as good as a year ago and better than two years ago. In Manitoba, Saskatchewan and Alberta there is a drop of about twenty per cent. in the quality of grains and roots, but the threshings indicate that the yield will be larger for wheat, oats and barley than was promised at the end of August. For the whole of Canada the condition of rye at the end of September was 92.50, which is ten per cent. better than two years ago and 2.39 better than last year. Peas and beans are nearly ten per cent. lower in condition than a year ago, but nearly ten per cent. higher than in 1908. Buckwheat is about the same as last year, and 12 per cent. better than in 1908, whilst mixed grains are better by five per cent. than last year and by 15.47 per cent. better than two years ago. Corn for husking compared for the three years, 1910, 1909, and 1908 shows per centages of 85.12, 86.77 and 82, and corn for fodder of 89.82, 87.18 and 92 for the respective years. The condition of potatoes is 76.08 at the end of September, compared with 90.37 last year; of turnips 82.09 to 93.34, and of sugar beets 83.13 to 71.02, whilst in 1908 their condition ranged from 68 to 74. Alfalfa has a condition of 83.31 for the end of September, and it exceeds 90 in the Maritime provinces and Ontario. In Quebec and the Northwest provinces it is not more than 70 per cent., and in British Columbia it is 83.33. All field grains in the province last named exceed 82 per cent. in quality. The estimated yield of rye this year for Canada is 1,634,000 bushels, of peas 6,444,500 bushels, of beans 1,039,600 bushels, of buckwheat 7,302,900 bushels, of mixed grains 20,103,000 bushels, of flax 4,314,900 bushels and of corn for husking 17,582,000 bushels. The average bushels per acre of these crops is: 19.43 for rye, 16.69 for peas 20.44 for beans, 26.98 for buckwheat, 34.91 for mixed grains, 9.04 for flax and 53.82 for corn. Better averages for wheat, oats and barley are assured when the final returns are made in December than the reports for the end of August gave.

Technical Education in the West. Ottawa, Oct. 14.—The Royal Commission on Industrial Training and Technical Education has arranged its itinerary for the Western provinces as follows: Port Arthur, Ont., Nov. 1; Fort William, Ont., Nov. 2; Winnipeg, Man., Nov. 3 to 7; Portage la Prairie, Man., Nov. 8; Brandon, Man., Nov. 9; Moose Jaw, Sask., Nov. 10; Regina, Sask., Nov. 11; Saskatoon, Sask., Nov. 14; Prince Albert, Sask., Nov. 15; Edmonton, Alta., and Strathcona, Alta., Nov. 17 and 18; Calgary, Alta., Nov. 19 and 21; Lethbridge, Alta., Nov. 22; Medicine Hat, Alta., Nov. 23; Vancouver, B.C., Nov. 28 to 30; Nanaimo, B.C., Dec. 1; Victoria, B.C., Dec. 2 and 3; Fernie, B.C., Dec. 21; Nelson, B.C., Dec. 23, and Vernon, B.C., Dec. 25.

Depends Upon Queen. London, Eng., cable to the New York World says: "I must ask Mary"—that is, Queen Mary—is becoming a byword in court circles.

It is King George's invariable reply when he is asked for instructions on any point from arrangements for a shooting party to the settlement of an important ministerial question.

When King Edward's clothes and uniforms were to be disposed of King George was asked what should be done with them. It naturally was presumed that he would have some scheme in mind. He answered, as usual, "I must ask Mary."

When Queen Mary was approached on the subject, she suggested that Queen Alexandra be invited to give advice. Alexandra desired to keep King Edward's field marshal's uniform and orders. Then she made out a list of persons to whom she desired that certain small souvenirs should be given. What was left has been placed in a special room in Buckingham Palace.

The cabinet ministers have become accustomed now when discussing matters of state to deal chiefly with Queen Mary, even when the King is present. They have formed very decided opinions concerning her ability and insight, and also of her knowledge of precedents governing the relation of the crown to ministerial matters.

Although her affiliations have been Conservative and anti-Liberal, her advice to the King is always strictly constitutional and given with admirably assumed deference to the King's responsibility.

In household matters her chief care is economy. Already she has planned extensive retrenchments in the private expenditures of the royal family. She also cultivates simplicity in these respects, setting to the royal household an example which the spoiled officials do not appreciate.

Family prayers have become so regular and frequent that among them the selves they speak of the court as "the conventicle." In fact, there has been a completion transformation from the gay days of King Edward. The Duchess of Devonshire, Queen Mary's new mistress of the robes, is a woman after her own heart—rigidly correct in everything, dishing frivolity intensely, devoted to her children, looking twice at every expense before spending it. Queen Mary intends to live chivalry at Windsor Castle, because the country is best for her children, inures greater seclusion and therefore requires less entertaining than Buckingham Palace would.

YEGGMEN STILL BUSY

Secure Two Thousand Dollars From General Store in Village of Ernfold—No Arrests Are Yet Made

Ernfold, Sask., Oct. 13.—About two thousand dollars passed into the hands of robbers who last night cracked the safe in the grocery store of J. F. Bryce who is paymaster here for the Buckeye Elevator Company. The robbery was committed between midnight and morning and it was not until ten o'clock that it was found that the combination of the safe had been forced and the contents stolen. Mr. Bryce when leaving the store for the evening had locked the safe and he found this morning that the safe had not been blown, but that the combination had been worked, the robbers having entered the building through a window. The Mounted Police were on the ground by noon today, but no clue to the perpetrators of the crime has been discovered. The money consisted of 1 two, 390 five, 5 ten, and 10 twenty dollar bills. The bills were mostly of the Bank of Toronto issue. A cheque and a draft for different amounts were also taken.

GRAFT CHARGES.

Made Against a Liberal Member of Manitoba Legislature. Winnipeg, Oct. 14.—Quite a sensation has been created in Winnipeg by serious charges which have been made against D. A. Ross, the member for Springfield in the Manitoba legislature, who as a member of the Winnipeg school board, it is alleged, has obtained \$1,226.75 by means of a raise off in a transaction for a site for a school in the city.

Ross is in the real estate business, and it is stated by A. J. Coleman, another real estate man, that when the Winnipeg school board were wanting a site for a new school, he was approached by Ross, who lent him \$2,000 to secure an option on a plot of land. This land was afterwards selected by the school board and the profit made by the parties amounted to \$2,350, of which Ross, it is alleged, received \$1,226.75. Coleman also alleges that about the time of the election, when Ross was having a hard fight in his constituency, he called up Ross on the phone and told him that a certain party had offered him \$500 to make a statement of the deal. Ross is alleged to have replied: "Don't have anything to do with it, Bill, there will be other chances coming."

Ross' defence is that no such thing has ever occurred except in the minds of blackmailers, who wish to injure him politically. He has asked for a full investigation, and this was ordered tonight.

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