

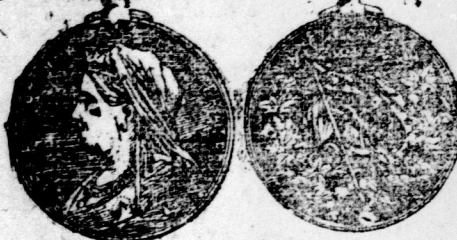
CANADIAN MEDAL

For Soldiers of '66 and '70, and
First Red River Rebellion.

The Medals are the Product of the
Royal Mint, Are Made of Silver and
Are the Same Size as the Ordinary
War Medal—What They Look Like
—Some Medals Given by Other
Nations.

Fenian raid medals will in a short time
be in the possession of the veterans of the
raids of '66 and '70 and the Red River
rebellion of 1870. It had been intended
to award the medals some time ago, but
a change in the design having been made
a delay was necessitated.

The medals, the product of the Royal
mint, are of silver, the same size as the
ordinary war medal. The reverse, as
shown in the cut, consists of the British
ensign floating in the breeze encircled by



CANADIAN GENERAL SERVICE WAR MEDAL.

a wreath of maple leaves and a bar at the
top bearing the word "Canada." The
obverse bears the usual Imperial army
long service medal design, the standard
Queen's head.

The name of the recipient will be
stamped on the medal round the edge.

The medal is intended for a general
service war medal. The special applica-
tion will be designated by clasp, of which
three are authorized, bearing respectively
these inscriptions: "Fenian Raid, 1866,"
"Fenian Raid, 1870," and "Red River,
1870."

For years the agitation for these
medals has been in progress. A memorial,
beautiful in construction, in royal purple
morocco gilt back and edge, was ad-
dressed to Her Most Gracious Majesty.
Some 800 memorials were sent out and
signatures were obtained from Cabinet
Ministers, of the local governments,
mayors of cities and towns and promi-
nent public men in all parts of Canada.

The medals are to be distinctly known
as general service war medals, not gen-
eral service medals, as commonly stated.
A veteran of the two Fenian raids and
the Red River rebellion would receive the
medal and three clasps.

For active service that may be per-
formed by Canadian militiamen in the
future, medals such as these will be given,
with suitable clasps.

The final clause of the memorial,
which has been acted upon, set forth the
following:

"That Your Majesty may be pleased
to establish a Canadian General Service

BADGES GIVEN BY LEADING NATIONS FOR
ACTS OF GREAT BRAVERY.

War Medal, with appropriate clasps or
other decorations, and that the same may
be bestowed upon all Canadian militiamen
who performed active service in the
field in the other campaigns during Your
Majesty's reign, and that Your Majesty
may be graciously pleased to announce
that should hereafter the services of the
Canadian militia be again required in
the field a medal will be issued under
such regulations or restrictions as Your
Majesty may be pleased to impose."

SOME GREAT LOVERS.

Byron, Tom Moore, Heine and Goethe
Loved Fervently and Often.

Byron was foolishly jealous of every
woman he ever loved. His loves ran well
into two figures, and he managed, sooner
or later, to make every one miserable.

Heinrich Heine, the poet, was also
terribly jealous. One day he possessed a
parrot belonging to his lady, and he
should claim too much of her attention.

"The Rivals" is a true story of Sheridan
Langish in the life play being taken by
Miss Lindley, who later became the
author's wife.

Thomas Moore was always in love. If
one looks through his poems one may
find the names of some 16 different ladies
to whom he swore eternal fidelity.

It said that when Goethe was first
in love he carved upon a tree in the neigh-
boring forest a couple of hearts united by
a scroll, and a little later received a
sound thrashing from the forester for
thus damaging the bark.

The Disappearing Horse.

On no less authority than that of Col-
onel Albert J. Pope, the statement is
made that at no distant time a cart or
carriage drawn by horse or other animal
will be a curiosity in the cities of the
world, and in most of the rural districts
as well. Colonel Pope foretells the
reign of electricity as the power for horse-
less vehicles, and shows that a motor
carriage, while it may cost more than the
ordinary carriage, costs far less for its
care and keeping, can be recharged with
electric power at small expense and on
the shortest notice, and will do as much
work as a vehicle drawn by two or four
horses. Colonel Pope predicts the speedy
supremacy of the horseless carriage, and
the change will be gladly welcomed not
only by those who appreciate the economy
of the new power, but also by all who
desire the cleanliness of our streets.

A POPULAR OFFICIAL.

Lieut.-Col. Pinault, Deputy Minister of
Militia—For Many Years an Officer
—Once an M.P.P.

The accompanying cut very fairly por-
trays the features of one of the most
popular and efficient officials in Ottawa.
In his short career as Deputy Minister of
Militia, Lieut.-Col. Pinault has come
before the public in a most favorable
light. He has none of that offensive re-
serve and haughty bearing that certain
brother deputies and lesser officials seem
to think sit so becomingly upon them.
The free and unaffected Major Pinault
that you met a year ago on the streets of
Quebec is the same Lieut.-Col. Pinault
who holds the high position of Deputy
Minister of Militia to-day. He is neither
deferrential to the great nor overbearing
with the small. The least in the land
having business with the Militia Depart-
ment can be assured of courteous and
honest treatment at the hands of the big
solidly looking fellow who fills the post
of Deputy Minister.

Thirty years ago, then a youth of 17,
Louis Felix Pinault joined the Canadian
militia. He enlisted in 1869 in the pro-

LT.-COL. PINAULT, DEPUTY MINISTER OF
MILITIA.

visional Rimouski Battalion, and the
very next year took the field against the
Fenian raiders. For some weeks his bat-
talion was in barracks at Rimouski.
Encamped in a barn, the Rimouski boys
were an object of considerable curiosity
to the habitants from below Quebec, who
asked if the Englishmen were coming
back. Pinault acquired rank after rank
in the Rimouski Battalion, until finally,
when called to the bar in the city of Que-
bec, he was made captain of the 9th
Battalion, "Volontaires de Quebec." He
went with the Voltigeurs to the North-
west in the rebellion of 1885, and his
conduct there will live long in the mem-
ory of the men of the gallant 9th. Cap-
tain Pinault was indefatigable in caring
for his men, and his invariably good
temper and cheerful disposition did much
to take the rough side from soldiering in
the cold Northwest. When he came back
to Quebec he was promoted to the rank
of major, and though now a lieutenant-
colonel, he will be a long time outliving
"Major" Pinault of the Voltigeurs.

In politics Col. Pinault has been a
Liberal, and captured Matane in 1890,
but the wave that wrecked the Mercier
ship likewise submerged Pinault. He
went down before Flynn, but the latter
electing to sit in Gaspe, having run in
two constituencies, the Pinault banners
waved again over the electoral division
of Matane.

There is none of the bigot, says his
biographer, about Lieut.-Col. Pinault.
In religious and racial questions he has
given abundant illustration of his broad-
minded views. He is the man who organ-
ized Le Soleil, which made its appear-
ance the very day the Archbishop of
Quebec interdicted l'Electeur. He took
the management of the new company,
which, with no interruption, continued
the work of l'Electeur on precisely the
same lines.

Col. Pinault wears the Northwest
rebellion medal, and is entitled to the
Fenian raid and long service medals.

COMTE DE DION.

The French Aristocrat Who Eaten the
"Peasant President."

The Comte de Dion, who has won for
himself a conspicuous place among the
ruffian wing of the Royalist party in
Paris, is one of the decayed noblemen
who move in the set of the erratic and
featherbrained Count de Castellane. Dion
was one of the loudest in the shameful
attack made upon President Loubet at
the race track on June 4. His two weeks'
sojourn in prison owing to the attack
him all the more popular with the scori-
fic aristocracy of which he is a noble
member. The Count is the owner of an
automobile factory and does not think it
beneath him to enrich himself with the



COMTE DE DION.

dollars that come out of the grime and
grease of the shop. At the same time he
proclaims his hate for the "peasant Presi-
dent." In olden days his ancestors had
power of life and death over their peas-
ants, and the fact that M. Loubet, peas-
ant born, has the power of pardoning
convicted noblemen does not rest easy on
Monsieur le Comte's great soul. Dion
has not been very active in politics, but
now, having insulted the President, it is
not impossible he will try for the Cham-
ber.

Mice in an Organ.

An organist giving an organ recital
recently in a church in South Wales by
extra pressure on one of the pedals dis-
turbed a nest of mice.

A cynic sneers whenever he sees a
frosted wedding cake in a bakery shop
window.

AMERICA'S CUP

Facts and Figures About the
Next Competing Yachts.

Lipton's Shamrock—Times Speculation
as to Her Build From the Glimpse
Obtained at Her Launching—The
Yacht Columbia, the New American
Cup Defender.

The London Times says of the build of
the Thomas Lipton's challenger,
the Shamrock: "So far as could be judged
during the very short time the vessel's
underwater body was visible, there has
been no radical departure with regard to
shape. There are the long counter raking
the stern post and overhang forward
that characterizes the modern racing
yachts. The profile of the bow slopes
easily and gradually aft, until perhaps a
third of the length is reached, and then
the outline takes a sudden dip down
almost in a vertical line.

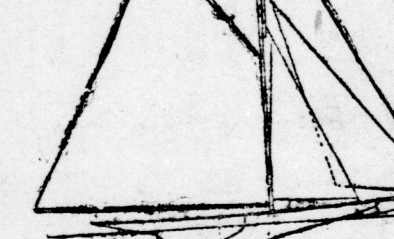
"The midship section may be described
as that of somewhat shallow bodies, the
vessel having an extremely easy entrance
and delivery; and, depending from this
structure, is a large and approximately
flat surface, which will afford the neces-
sary lateral resistance for keeping the
vessel to the wind.

"If the body plan be compared with
that of the Defender it may be judged
that the Shamrock has the flatter floor
and the squarer bilge and will therefore
possess more stability of form than her
rival.

"In regard to the dimensions nothing
more than a guess can be given; but it
may be supposed that the yacht will
build up to her full size and will prob-
ably be over 90 feet on the water line.
For this length she possesses considerable
beam. Certainly the Shamrock is not a
narrow craft and differs most materially
from some earlier cup challengers.

"The lead is evidently carried in the
way now usual with racing yachts. The
keel is slightly bulbous in form as in the
Defender. That is to say the cross section
than they are higher up and nearer the
main body. There is, however, nothing
about the hideous bulb keel that
was so common a year or two ago with
many racing craft."

The yacht Columbia is said to be the
largest and costliest vessel ever designed
for purposes of sport. Of all the things
about the Columbia the most impressive
is the power of her sails. In a fair wind
they are equal to the speed of the fast
steam yacht. The Columbia displaces 145
tons. A steamer of that size, in order to
keep her speed, would need engines of
1,500 horsepower. The total sail area of
the Columbia, including all her top and



CUP DEFENDER COLUMBIA.

Sketch of Sheer and Sail Plans and Amid-
ship Section.

head sails, is 19,945 square feet. That
includes the mainsail, 7,475 square feet;
the jib, 1,850 square feet; the topsail,
1,400 square feet; the jib topsail, 1,820
square feet; and the spinnaker, 7,000
square feet. The lead in the keel of the
Columbia weighs 90 tons.

The running rigging to be used on
the Columbia is one and one-half miles
in length. Here are the chief items in
this rigging calculation:

Mainsheet, 770 feet; throat halliards,
462 feet; mainsheet jib, 308 feet; peak
halliards, 300 feet; jib halliards, 300 feet;
jib jib, 270 feet; jib downhaul, 180 feet;
jib topsail halliards, 250 feet; jib topsail
halliards, 600 feet; spinnaker halliards,
600 feet; topsail halliards, 350 feet; top-
sail sheet, 200 feet; topsail tack, 90 feet;
jib topsail sheets, 250 feet; jib sheets,
180 feet; staysail sheets, 100 feet; spin-
naker boom lift, 240 feet; spinnaker
boom jibs, 180 feet; spinnaker boom
overhaul, 180 feet; spinnaker boom sheet,
80 feet; balloon jib sheets, 150 feet; reef-
ing jib downhaul, 250 feet; reefing
tackle on main boom, 100 feet; club top-
sail halliards, 350 feet; club topsail guy,
300 feet; club topsail tack, 90 feet; boom
tackle, 130 feet; quarter lift, 180 feet;
quarter lift tackle, 660 feet; topmast
backstays, 240 feet; topmast backstay
tackle, 300 feet; masthead runner tackle,
200 feet. The rope used in the Columbia's
rigging averages an inch in thickness.

A steel mast has been built for the
Columbia, and she may sail either with
this or a wooden one. The steel mast is,
of course, hollow. It is 110 feet high and
60 inches in circumference at the thick-
est part.

There will be at least 40 men to haul
on the mainsail, as one or more of the
owners and officers are sure to take a
hand in the work when there is need for
it. The 33 sailors on the defender will
get \$35 a month apiece. For a season of
five months they will draw \$6,825 in pay.
Their food will cost \$10 a month apiece.
Capt. Barr will receive \$1,000 for the
season. The matter of salaries and food
alone will cost over \$12,000.

No one can accurately predict how
much it will cost to sail a yacht like the
Columbia for a season—not even the
owners. It is probable, says The New
York Journal, that it will reach finally a
total of \$600,000.

Facts of Interest.

The drives about Florence are among
the loveliest in Italy, and the walks in
the old quarter of the town are an un-
failing source of pleasure.

Coffins in Russia are never covered
with black. If the deceased is a child
pink is used; if a woman, crimson,
though for a widow they use brown.
Savannah women entrust their children
to the care of elephants, who are careful
never to hurt the little creatures; and if
danger threatens, the sagacious animal
will curl the child gently up in his trunk
and swing it up out of harm's way upon
its broad back.

Good Barbers.

In India the native barber will shave
you while asleep, without waking you,
so light is his touch.

FRIEND AND ADVISER.

Britain's Premier Owe Much to His
Good Wife's Devotion—Their
Early Life.

The face of the Marquis of Salisbury
is familiar, but that of his wife is not,
and more than ordinary interest attaches
to her because this man, the head of the
noble house of Cecil and England's
Premier, braved parental displeasure and
toiled for some years in comparative po-
verty in order to marry her.

Lady Salisbury unites the higher
qualities of mind with the love of
domesticity and has been her noted hus-
band's helper and trusty confidante
throughout his career. If she had neither
wealth nor social standing to bring him

MARCHIONESS OF SALISBURY.
The Devoted Wife of Great Britain's Pre-
mier.

she had inheritance of goodness and cul-
ture. Her father was Hon. Sir Edward
Hall Anderson, Baron of the Court of
Exchequer, noted as a scholar and wit.
She was one of a large family of brothers
and sisters and her father's companion.
The society she went in comprised the
elite of the legal and literary worlds. In
her youth Lady Salisbury, without being
a beauty, was a fine and striking girl,
tall, fair and of commanding carriage.

She charmed Lord Robert, the second
son of the then Marquis of Salisbury, but
his father would not hear of the match.
His son insisted on marrying his sweet-
heart and the father cut him off with no
allowance. For some years Lord Robert
Cecil and the young wife lived in lodg-
ings off the Strand and supported them-
selves out of the husband's literary earn-
ings. The death of his older brother and
his father gave Lord Robert the marquis-
ate and from then on Lady Salisbury has
reigned at Hatfield House, the wife of a
distinguished peer, who has four times
been England's Foreign Minister and is
the leader of the Tory party.

The last year Lady Salisbury's health
began to give way and she has spent all
her time at Hatfield House, where Lord
Salisbury is frequently seen walking be-
side her pony cart. Their married life has
been untroubled and serene.

MARQUIS DE GALLIFET.

Sketch of the Career of the New French
Minister of War.

Gaston Alexandre Auguste, Marquis
de Gallifet, the new French War Min-
ister, whose appointment is regarded as
peculiarly significant, is one of the warm-
est of the monarchists in France and an
aristocrat of the aristocrats, who yet de-
clares that he is "at the service of the



MARQUIS DE GALLIFET.

majority, the constitution and the law."

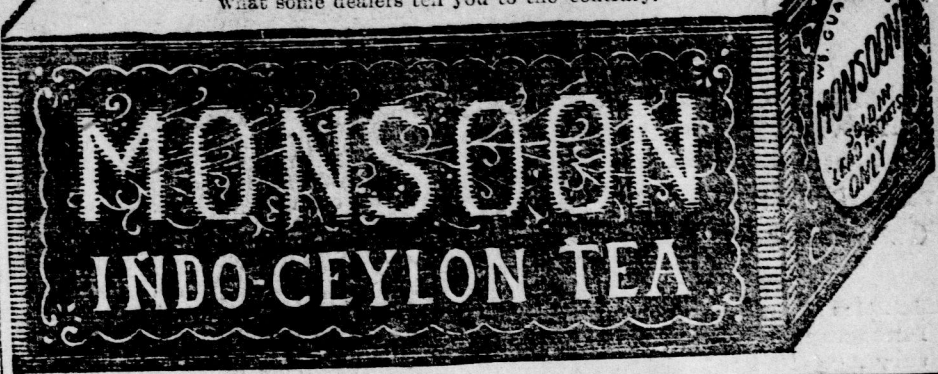
The Marquis has been prominent in the
army for 30 years or more. He entered it
in 1848, when he was but 18, and at 28
he was a sub-lieutenant. He rose rapidly
through the grades of lieutenant, cap-
tain, lieutenant-colonel, colonel and
division general, and won rare distinction
in the war of the Crimea. In Algerian
expeditions in 1860, 1864, 1865 and 1868,
he rendered great services, and his regim-
ent of African chasseurs, with their
splendid action, elicited unstinted admir-
ation from the Prussian King himself
during the Franco-Prussian war. At the
siege of Paris he commanded a brigade
in Versailles. When the army was re-
organized the Marquis was nominated
general. He is one of the most uncom-
promising Dreyfusites in Paris.

Penna and Curzon.

William Penna, the Quaker, was a son
of Sir William Penn, whose great-grand-
father was a younger son of the
family living at Penna. There is no nearer
connection with the main line. The wife
of Sir Nathaniel Curzon, daughter and
ultimate heiress of Will. Penna of Penna,
must have been daughter of the William,
son of John. The latter died in 1641. As
Sir Nathaniel was sheriff of Denbigh in
1750, the dates would tally. The estate of
Penna went to Lord Scarsdale, who mar-
ried the sister and heiress of Roger Penna,
the last male owner of Penna of the name
of the family (died 1783). The Quaker
was born on Tower Hill.—Notes and
Queries.

OUR TEAS ARE DIFFERENT

From any other, because Monsoon is grown in our
own gardens and has a flavor peculiar to itself.
There are no teas like Monsoon teas, notwithstanding
what some dealers tell you to the contrary.

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EDDY'S

"EAGLE" Parlor Matches, 200s. "EAGLE" Parlor Matches, 100s.
"VICTORIA" Parlor Matches, 65s. "LITTLE COMET" Parlor Matches.
The Finest in the World. No Brimstone.

The E. E. Eddy Company, Limited,
HULL, P.Q.

FREE TO MEN.

THE writer will send, absolutely free the
formula which restored him to vigorous
health after suffering for years from the effects
of the follies of youth, which caused a failure
of the vital forces, and nervous exhaustion. If
you are really in need of treatment, I will
gladly send the formula free to weak, suffering
men. Geo. McIntyre, Box C-12, Fort Erie,
Ont.

SHIRT COLLARS IRONED STRAIGHT
so as not to hurt the neck. Stand up col-
lars ironed without being broken in the wringer.
Ties done to look like new. Give me a call. If
you are not suited no pay. Washing returned
in 24 hours. All hand work. Post in the city.
Parcels called for and delivered.

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