

ENGLISH LADIES ARE FORCED TO WORK FOR SMALL PAY

Benevolent Institutions Are Perverted Into Sweating Schemes.

LONDON, Feb. 23 Recent revelations of sweating among the poor of London have failed to direct public attention to the exploitation of women by men who run businesses or industries where "only gentlewomen are employed."

One of the largest and most important employers of gentlewomen's labor is a syndicate which runs an "agricultural guild for ladies."

It was not then run on commercial lines; that is to say it was not run with a view to making a profit.

Managers of the guild were satisfied if they made their expenses. But the control of the institution has since passed into other hands who run it evidently with a view to making a

as large profit as they can out of the sweated labor of the women they employ. It is a rule of the guild that each lady employed must have at private income of \$150 per annum, and give a year's service free; subsequently their wages average from \$1.25 to \$2.00 a week.

Among the employed at the guild are a cousin of the Duchess of Portland and a relative of the Marquis of Waterford. In the early days of the guild the women employed by it were mainly engaged in branches of agriculture particularly suitable for gentlewomen, such as buttermaking, and making up the butter for market, tending fowl, etc.

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BRITISH NEWS VIA THE MAIL BAG

Drowned in a Barrel An aged woman Margaret Murphy of Glasgow, Castlebridge, co. Wexford in lifting a pair of water out of a barrel was discovered half an hour afterwards dead. There were only six inches of water in the barrel.

Marriage Hint In his annual report to the congregation of Dungeness Presbyterian Church the secretary said that no one marriage had been solemnized during the year and he hoped the young men would see that the ceremony did not become obsolete.

An Expensive Ass "I have a splendid young horse, but the old ass gets out in spite of me. He has cost me more in fines than would buy a pony," said Jane Emmett, Finglas, amid laughter, when she was fined 1s. at Drumconra Sessions for allowing an ass, her property, to stray on the public road.

Election Wedding Present At the recent urban election in Ballymena Mr. H. Lancashire, returned for the Town Hall Ward, promised a handsome wedding present to the first couple to be married in the ward. The gift was claimed by, and awarded to Mr. J. Brown, Clarence Place, and Miss Harland, Mill-row.

Gael's Death at Sea When the body of a popular Gael named Doyle, who died on the voyage from America, reached Ballywilliam, co. Wexford, it was met by a large concourse of people, including a body of Gaels, who marched in procession to the cemetery. He wrote home prior to starting from America, but on nearing the Irish coast he died.

Viceroy as Tea-Maker The Lord Lieutenant (the Earl of Aberdeen) delivered a lecture on "The Art of Making Good Tea" at an entertainment held in the Banba Hall, Rutland-square, Dublin. He gave a practical demonstration of his views on the subject, which was followed with a good deal of interest by a large audience.

Aged Lady Burned to Death Miss Homan, a lady stated to have reached her ninety-ninth year, has died as the result of a fire which occurred in her house in Drumcooley. Smoke was seen issuing from the house, and when an entrance was effected Miss Homan—who lived with a sister, also an elderly lady—was found to have been almost suffocated.

New County Court Judge The County Court judgeship of King's County, Longford, Meath, and West Meath, vacant owing to the resignation of Judge Curran, K. C., from the County Court judgeship of counties Cavan and Leitrim, and the vacancy thereby created will be filled by the appointment of Mr. W. H. Brown, K. C.

Nurse Takes Baby Away A fifteen-year-old nurse girl named Lily Simm, in service at Darwen, became so infatuated with the baby of the house that she decided to take the child to her own home at Burnley. She got into the wrong train however, and was found in a waiting room at Victoria Station, Manchester, with the sleeping infant in her arms. The parents of the child were communicated with by the police and the infant restored to its home.

Son-in-Law's Tragic Confession A shocking discovery was made in a house at Armaugh, Balshannon, occupied by a widower of about thirty-five named Michael Greally and his father-in-law, an old man named Ruane. The older man was found lying on the floor of his bedroom, his head so dreadfully battered as to make his features almost unrecognizable, and beside him lay a heavy pounder besmeared with blood. In the kitchen the younger man was found with his throat cut and a blood-stained razor beside him.

There is little hope of Ruane recovering but Greally has rallied somewhat, and though he can't speak is stated to have written the words "I have done the deed," on a paper given him by a constable. Greally's wife died some time ago, and it is understood that there was a disagreement between the two men in regard to a proposed second marriage.

Stock-taking Reveals a surplus in certain lines of China and Crockery. Watch our windows for prices that should lead to very quick sales.

VANSTONE'S CHINA HALL THE TEA POT INN "TEA AS YOU LIKE IT" 134 Dalhousie Street

Boxer Robbed At Graveside on Monday Frederick Miller, who was charged with stealing a diamond pin belonging to Sid Burns, the boxer, on the liner Orsava was bound over. The defunct was that Miller took the pin to liquidate a supposed debt.

Garden City's Police Court Leitchworth Garden City is now considered large enough to possess its own police-court, and the Herts County Council on Monday sanctioned the erection of a court-house. Four Leitchworth residents have been made J. P.'s.

V. C. as a Striker Included in Blackburn's 400 municipal strikers are over 100 Army recruits. One of the number, James Pitts, was awarded the Victoria Cross for his gallantry in an exposed position at Caesar's Camp during the siege of Ladysmith.

Lognmoor Camp Closed Owing to the decision to abolish mounted infantry in the British Army, the mounted infantry camp at Lognmoor practically closed on Monday. It will be converted into a cavalry camp for regiments coming home from South Africa.

New Vice Chancellor At a meeting of the senate of Durham University the Rev. Henry Ged D. D., master of University College and Chaplain-in-Ordinary to his Majesty, was appointed vice-chancellor, in succession to Sir George Harcourt Phillipson, whose term of office has expired.

Clamouring for Land Eleven head of cattle were driven from the Bloomfield farm, near Ballyntogher, co. Sligo, belonging to Colonel Wood-Martin. Notices were posted on the gates stating that the drive would be continued until the land was divided among the small tenants.

£92,000 for Coinc Trams Mr. A. J. Ram, K. C., arbitrator of the purchase of the local tramways by the Coinc Corporation, on Monday night gave his award. The tramway company had asked £170,000, the corporation offered £27,000. The arbitrator's award was for £92,000.

Assizes Without Judges The Devon Assizes opened at Exeter on Monday without judges. Mr. English Harrison, K. C., acted as Commissioner in place of Mr. Justice Buckley, and Mr. J. A. Hawke, K. C., Recorder of Plymouth, sat instead of Mr. Justice Lawrence, who contracted a heavy cold.

Rush for £60 a Year Bowland District Council have received thirty-three applications for the position of assistant surveyor at a salary of £60 a year. The successful candidate will be required to provide his own bicycle, and supervise 150 miles of road. The area of the district is over 80,000 acres.

Four-legged Chicken A Plymouth Rock cockerel with four fully developed legs, bred by Mr. S. H. Wilson, of Highfield Mill, was sold by auction in Salisbury Market for 3s. At Mr. R. Moore's farm at Great Wilbraham, Cambs, a duck has been hatched with four legs and is still living.

Officer Reprimanded At a Devonport court-martial on Tuesday Acting Lieut. Douglas Geo. Jeffrey, of the light cruiser Bellona, was ordered to be severely reprimanded for hazing the crew of the King Alfred last July when a collision occurred between the warship and the Spanish steamer Umbe.

Death in Signal Box A signalman named Allen died immediately after arriving for duty at the signalbox at Worthing, near Basingstoke, on the London and South-Western Railway, on Sunday afternoon. The man whom he had relieved had not left the box, so that the danger of a disaster was averted.

Fox Leaps Forty Feet An unusual incident marked a run with the Cheshire Hounds on Monday. A fox found at Eccleston, when pressed, got on to the railway and jumped from the viaduct, a distance of forty feet. He was unhurt, but only escaped suicide to die when the hounds got up to him at the Elworth Boneworks.

Tramcar Wrecked An alarming tram accident occurred in Dublin on Saturday night. A large double-decked car proceeding from Dublin to Oakley left the rails at the corner of Marionsquare, and overturned. Fifteen passengers received injuries sufficiently serious to necessitate their removal to hospital. On arrival several were found to be unconscious. Six others were also hurt. The passengers on the top deck were the most seriously injured. The car left the rails at the points. It was completely wrecked.

Returning From a Wake Mary McGoan, aged seventy, of Dreenan, co. Donegal, was returning at a late hour with her daughter from the wake of a relative in the district. The night being very dark the daughter carried a lamp, which was blown out by the wind, and the pair became separated. The old woman in the darkness lost her way and fell into a drain. She succeeded in extricating herself, but, not knowing her whereabouts, crossed a field and stumbled over a stone into another drain, where she perished.

AERONAUTS IN THE BRITISH ARMY ARE MAKING STRIDES

Faster, Safer and Better Aircraft will be Built This Year.

LONDON, Feb. 23—The early days of last year, which gave indications of remarkable progress in British aeronautics, were occupied with the almost universal discussion of a series of monoplane accidents which led to the whole of the monoplanes of the Royal Flying Corps being withdrawn from active use and held up as a war reserve pending their replacement.

Unduly influenced by the truly wonderful performances of French "recoiled men" without, perhaps, differentiating sufficiently between "recoiled" breaking and practical flying, or contrasting the facilities of the plans of France with the difficulties of the hedgebound fields of England, our manufacturers, with few exceptions, had concentrated upon monoplane construction.

As a training this was useful, since the problem is even more difficult than that of the biplane, the doubling, construction of which could be carried out on the well known principles of the girder bridge.

According to the advisory committee for aeronautics proposed that the strength of all wing construction should thenceforth be made adequate independently of wires referred to the landing chassis—an almost universal disposition in monoplanes—everything conducted so strongly to a revival of the biplane that the sentimental objection to its less birdlike form was thrown over, though without protest.

Last January there could have been found no biplane anywhere (except the British army's own design) which could achieve seventy-four miles an hour in forty miles an hour alighting speed—the standard performance of to-day—and no monoplane made in England which could achieve either the upper or the lower limit. Now, a year later, no fewer than seven constructors are making their biplanes successfully to army design, and two others are obtaining analogous results with designs of their own.

The study of clouds and weather—as important to a general in the future as a knowledge of map reading—has so far made no progress whatever. It is a vast science, strenuously worked upon by an inadequately financed meteorological office, an organization which yields reports and prophecies that are remarkable enough under the adverse conditions, but is useless for war purposes.

Ruses and devices for misleading aircraft reconnaissance have been, so far as known, strangely disregarded. It should not be impossible to make sham guns of inflated cloth, dummy tents, and painted baggage wagons; such matters should not be regarded as unworthy of attention or as useless hamper to a small expeditionary force like ours. Whether that very smallness is not a reason for simulating a larger store of weapons or for using guile where force does not exist should be seriously considered.

If we have stored ammunition which requires to be protected from aerial attack, one of the best forms of protection is the institution of imitation stores in such quantities that the real store could not be identified except with secret knowledge. It is to be hoped that this year will produce something of the kind, while people in general remain unaware that it has been done.

Perhaps the most significant of all aeronautical facts brought to light

There is Comfort in knowing that you can obtain one tried and proved remedy thoroughly well adapted to your needs.

Every woman who is troubled with headache, backache, languor, extreme nervousness and depression of spirits ought to try

Beecham's Pills (The Largest Sale of Any Medicine in the World) and learn what a difference they will make. By purifying the system they insure better digestion, sounder sleep, quiet nerves, and bestow the charm of sparkling eyes, a spotless complexion and vivacious spirits. Thousands upon thousands of women have learned, happily, that Beecham's Pills are reliable and

The Unfailing Home Remedy Prepared only by Thomas Beecham, St. Helena, Lancashire, England. Sold everywhere in Canada and U. S. A. in boxes, 25 cents.

during the last year is the enormous distances over which ships, men of war, or merchantmen can be seen, and even identified by scouts in the air on clear days. Over the North Sea, with its almost permanent fog and cloudbank, this does not hold but elsewhere on a fine, clear day a seaplane at a few thousand feet can count battleships and locate them 40 miles off—that is to say, where no artillery can or is ever likely to be able to strike them.

The moral is that war in the air must precede any attempt at surprise—a nation ill equipped with fast cruisers can replace their scouting value by air craft without risk and at one-hundredth part of the expense and that long range air craft may have an enormous value.

The army is still without gun aeroplanes, and of those reported to be available, few have emanated from the yards of a private constructor in Great Britain. This is the weak spot of a otherwise splendid year of achievements.

Progress in Engine Making If in the evolution of British engines the story of the last year is far less rosy, there is no doubt of the prospects of advance in 1914. Of significant aeronautical engines there were at the beginning of 1913 but two whereas no fewer than 35 British engines have been entered for the aeroplane engine competition to be held this year.

Great motor car firms, builders of engines for motor boats, engineering concerns of the first magnitude, have all taken up the light engine. A conscientious attempt to embody British engines in airships, where weight was not so finely cut, has led in the past to much delay in our Beta, Gamma and Delta, while side by side with them aeroplanes and airships equipped with foreign engines were making very remarkable trips.

It was not till the Beta and Gamma were re-equipped with French engines that they could achieve their eight hours' acceptance trials, and the Delta alone of the trio effected its acceptance trials with an engine of home manufacture.

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RATEPAYMENTS

By-Laws Necessary Gings at Last Night

It is Now U People of T to Decisions Prov

At the meeting of the last night the Street chase by-law went through its colors and the vote on the proposition "It is now up to the Mayor Spence, "This is its part in the litigation and in the place before the people in I believe the people with the issue." The two by-laws the same polling places as in January.

Naturally it is asked by-law men in the future, actual and other are the people to get for. The by-law stipulates \$270,000 to be raised in debentures. This sum actual purchase price of bondholders. It will mortgages on the cars which the city does carry. It will pay into ury, thus transferring a ical pocket to another tax arrears at present icipality by the Grand company, for two years concern. The \$270,000 further than above out- vides for the purchase new cars at an approx- \$50,000. It also provides building of the present city where rebuilding of the road bed is an essential to good service, not least, in fact, the money which the being called upon to be efficient to pay for the considerable extension Brantford is included in

Assumes the Mo Thus far no mention of the \$125,000 gift ed held by the Canadian- tric Company against Street Railway proper, assumes the road, if it plan of the civic author- this mortgage and carry HAS 18 YEARS TO mortgagors are content assume such mortgage, the value of the prop- creased greatly and the be secure. The Courier this with authority, all not discussed in any Council proceedings last

What It Me The ordinary ratep ask what the purchase Railway means in the ed taxation. If the S purchase by-law is carried, it will mean t and sinking fund ever years the city will be r out \$160,000. The figure in the by-law last made up as follows: A \$12,150; sinking fund, ally \$3,814. Total annu 961. THIS AMOUNT THAN A MILL ON LAR IN THE TAX R

A Big Ques The Street Railwa looms up at once as th icipal question Brantf in many years. It w whether a mill on the tax rate would more th the interests of the c for good service to populated districts, s View, Eagle Place an 40rd, which have been communication quick the heart of the city. There are opponents an to Brantford's future, street railway probler chance for all. To the Brantford is going to the village state, the dea' might look like ju iron and a lot of mon To those who believe ting the franchise bac

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