





NEW WASTE RESOURCES OF LOGGED OFF LANDS

Convention at Everett Shows How Land May Be Cleared at a Profit

Everett, July 15.—Practically every county in Western Washington, several districts of British Columbia and Oregon, and every town of considerable size of Shoshonah county, had representatives among the 200 or more delegates who attended the logged-off lands convention here yesterday.

The discussion, illustration and demonstration of new chemical and mechanical devices by scientific and practical men will, in the expressed opinion of many present, in the near future lead to successful results.

The convention was the first of the kind ever held in the state, and almost every speaker has been a representative one of the most important movements ever undertaken in the northwest.

At the conclusion of the "experience meeting" which followed the scheduled sessions, the convention adjourned at the Washington Logged-off Land Association was presided over by the election of officers.

British Columbia Sends Delegates. That the government of British Columbia attaches great importance to the question of utilizing and making productive logged-off lands was evidenced in the attendance of R. E. King, provincial assayer and chemist.

Among the other prominent men who took part in the convention were: F. Hays, chief of the forest service of the department of agriculture, Washington, D.C.; Gov. Joseph S. Campbell, Oregon; and Congressman W. E. Humphrey, Seattle; S. G. Cosgrove, former secretary of the Bellingham chamber of commerce; George Clark, president of the Young Men's Commercial club, Bellingham; Hon. R. L. Kline and T. W. Gillette, Bellingham; Hon. E. C. Ferguson, Vancouver; and several other prominent men.

Gov. Mead expressed the belief that the convention would cause the development of a movement greater in importance and proportions than even the most optimistic promoter of the convention had ever dreamed. He said, in part: "The state can render a negative assistance by acting in an advisory way, that is, by providing an official or officials to study the question of machinery and give the benefit of the information they thus acquire to the individuals and private companies engaged in clearing operations; thus a more general interest among the people, and a more active participation in the work."

Chemical Utilization of Woods. Prof. H. K. Benson, of the University of Washington, discussed the "Chemical Utilization of Woods" in part as follows: "For the purpose of an experiment a galvanic still of two-barrel capacity was constructed, provided with a suitable inlet for steam, and connected with a ten-tube condenser. About 100 pounds of cedar leaves and twigs were gathered up from the logged-off lands and placed in the boiler, and steam from the heating system of the building was then turned into the

inlet. The steam rising upward through the cedar branches carried with it volatile oils which upon condensation floated upon the water in the receiver underneath the condenser. The oil thus obtained amounts to about 1 per cent by weight of the green twigs taken. When subjected to fractional distillation it was found that the per cent of boiled within a very small range of temperature between 190 degrees C. to 202 degrees C. This indicates that it is quite free from the terpenes which are so abundant in the coniferous trees.

Another important point worthy of consideration is the preservation of the natural fertility of the soil. The timber is disposed of in such a manner as to avoid the destructive burning caused by the old method. Several years and more cultivation are required to restore to its natural productivity soil once burned by excessive heat.

In the paper under review the same method was followed with fir leaves, and the yield of oil was about 1 per cent. The oil was found to be nearly all of the oil boiled below 175 degrees C. showing that it consisted largely of terpenes. It was found that about 80 per cent of the crude oil is camphene, while about 32 per cent of it is borneol. Both of these constituents are important in the production of synthetic camphor.

The third paper submitted dealt with a series of experiments which would indicate that in the Oregon grape, so common on the Coast, is found a resinous substance which is used for medicinal purposes. It is found in the roots and bark of the Oregon grape, and is sold at a reasonable recompense, and these bushes, which are now cast aside as worthless, might be made to pay for the expense of clearing of our western lands.

George G. Leavitt, a manufacturing chemist, who has had wide experience in the manufacture of heavy chemicals, discussed the Portland Cement Adapted to Land-Clearing Operations, said in part: "I have found it hard to obtain the best conditions behind which the chemical woods products operations are conducted. The manufacture of cement from 90 cents to \$1 per ton, the numerous attempts at wood distillation here. Great results have been promised by the promoters of various schemes—undoubtedly honest men, most of them—but whose experience in the various processes were on such a small scale that some of the factors until the process was developed on a commercial basis; hence failure could be the only result."

Several speakers from the rural districts advocated the establishment of powder works by the state and the sale of explosives at cost. These suggestions brought from Mr. Gosnell, the Victoria delegate, the statement that while the provincial government does not engage in the manufacture of dynamite, it purchases carload loads and sells to land owners at actual cost.

Land Clearing Plant. Gilbert B. Phelps, a mechanical engineer who has made and cleared a special study, presented with his paper a drawing of a small combination steam and gas engine, which will and retort for clearing land and extracting chemicals from timber and wood. Mr. Phelps' paper, in part, follows: "An emergency exists today here in the Puget Sound section, where upward of 700,000 people have made their homes in the timber, for even the cities are still in the densest growth of forest occurring on this continent."

Better means and methods for accomplishing better headway, lower cost and more rapid clearing of the logging operations and the early occupation and cultivation of our logged-off areas is now the most vital factor in the future development and improvement of western Washington.

C.P.R. to Buy Algonia Central. Sault Ste. Marie, Ont., July 15.—It is reported here on reliable authority that the C. P. R. is to buy the Algonia Central railway from the Superior Corporation interests.

ATTENTION OF OUTSIDE WORKS IS DIRECTED THAT WAY—Late Run of Salmon

S. Baxter, provincial inspector of machinery, has returned from the north where he has been in business connected with his department for the past two months inspecting the steam engines of the various industries in operation there. These were principally the salmon canneries and sawmills as the various metalliferous mines were mostly closed down.

Speaking of his trip Mr. Baxter remarked upon the signs of industry in the north and the great strides which have been made during the past twelve months. He stated that the amount of railway construction has attracted a host of men to the neighborhood of the coast, and on every side the hand of the contractor is to be seen in the opening up of the country. In the fishing, mining and agriculture lines the progress is being made at a rapid rate.

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Senator Roy Would Prohibit Patent Medicines Containing Opium. Ottawa, July 15.—In the senate today Senator (Dr.) Roy gave notice of his amendment to the patent medicine bill, providing that no medicine containing opium or its derivatives should be sold. More children are being killed by patent medicines loaded with opium or morphine than were killed by disease in previous years.

War Vessels at Quebec. Quebec, July 14.—Five of the British war vessels, part of the fleet of H.R.H. the Prince of Wales, arrived in the port of Quebec at 7:30 o'clock tonight. They are the Albemarle, Exmouth, Russell, Duncaen and Arrogant.

Old Niagara Falls Man Dead. Niagara Falls, N.Y., July 14.—Geo. W. Wright, who for many years has been the lessee of the Cave of the Winds below the Falls, died today. He was the first mayor of Niagara Falls, and was born in England in 1822.

WESTMINSTER WILL HAVE HARD TASK

Shamrock lacrosse twelve has been strengthened—Critic's Opinion. Vancouver, July 15.—The action of the Eastern Lacrosse Association in admitting the Shamrocks of Montreal to draft Muir and Nolan, of the Montreal team, and securing the National, is viewed with anything but favor by a great many local lacrosse enthusiasts, who were rapidly becoming more and more imbued with the idea of a New Westminster team.

International Body to Assemble Shortly. Twelve Nations to Be Represented at Fisheries Convention. British Columbia will not likely be represented at the fourth international fisheries convention which will be held at Washington, D. C. on the 22nd and 26th of September next.

Four Gold Medals Won by British Old Country Athletes in the Lead So Far in Olympic Games. London, July 15.—The gold medals were won by Great Britain, France and Sweden in the final events of the Olympic games. France and Sweden secured one first each. The United Kingdom were second in three and Isaac (United Kingdom) third.

Eastern Forest Fires. Heavy Loss Caused on Intercolonial Railway in Quebec—New Brunswick Timber Burned. Montreal, July 14.—Officials of the Intercolonial now report the loss of that railway through the forest fires along the Quebec line on Sunday as far more serious than first estimated. They place the figure at \$75,000, not less than eighty cars having been burned, as well as two great stations.

GREAT ACTIVITY IN THE NORTH COUNTRY

Attention of Outside Works is Directed That Way—Late Run of Salmon

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ELECTS OFFICERS FOR THE ENSUING YEAR

Trades and Labor Council Will Urge Adoption of Wage Scale

(From Thursday's Daily). The regular meeting of the Victoria trades and labor council took place last evening. President McKay in the chair, the minutes of the meeting presented by W. Willis, as delegate from the Barbers' union.

The election of officers was next in order and resulted as follows: President—W. McKay, of the Laborers' union; Vice-president—W. H. Gibson, Street Car Employees' union.

A delegate drew the attention of the council to the despatch of the Trades and Labor Council of the United Kingdom, which appeared in the Colonist of July 15 purporting to be an account of a meeting of the American union and Canadian union musicians' convention with the 12th of July celebration in Vancouver.

After concluding the first circle race, the English champion, challenged for the place, and getting to the pole led the way for his team mates. The French team had divided into two sections, Eiselle leading the second lot with Duil and John closing in, and the third lot with Bonahg bringing up the rear.

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MR. COSTE'S MISSION Will Report on Fraser Improvement—Believes Scheme Will Cost Millions of Dollars. Vancouver, July 15.—Louis Coste of Ottawa, a member of the International Waterways Commission, and former chief engineer of the federal Public Works Department, left for home yesterday after completing a preliminary examination of the Fraser River for navigation.

Deaths. In July 8th at church by H. W. Davies, a son. In July 10th at St. George's, assisted by Geo. Fort, assisted by Geo. Fort, assisted by Geo. Fort, assisted by Geo. Fort.

The Colonist.

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THE ALL-RED ROUTE

The mail brings us the text of Mr. Borden's proposed amendment to the Premier's resolution in regard to the All-Red project. It was as follows:

That this House in expressing its strong sympathy with the object of the said resolution desires to record its opinion that more favorable freight rates and a thoroughly efficient system of cold storage are essential features of any transportation project.

That having regard to the very heavy expenditure and obligations, in which the present administration has involved the country, the government should not commit Canada to any such plan, or to any contract or expenditure for such purpose until after the same shall have been submitted to and approved by the Parliament.

In our comments upon this attitude, as we understood it from the telegraphic synopsis of his amendment, we said that we did not regard it as anything more than a desire on the part of the Leader of the Opposition to keep himself from being committed in advance to any project which the government might bring down.

He did not wish to be understood as giving his sanction in advance to the signature by the government of any contract that might be agreed upon between the several governments concerned. He did not take position hostile to the project, which as we then pointed out was quite in line with the whole policy of the conservative party.

The amendment bears out what we said. It goes even further than we supposed, for it declares sympathy with the project. The amendment did not, as the telegraphic synopsis might lead one to suppose, declare a preference for a system of cold storage transportation and lower freight, but as will be seen, it asserted that such things should be a feature of any scheme, which are points upon which there ought not to be any difference of opinion.

None of the accounts of the debate on the resolution represent the Premier as being very enthusiastic. Such enthusiasm as was shown was exhibited by Mr. Sifton, who admitted that the project in its line with the traditional policy of the Conservative party.

He wants a 24-knot service on the Atlantic and a 30-knot service on the Pacific, and he thought that Canada ought to be ready to pay \$1,500,000 annually for such a service. Such is the amount that it was estimated, he should pay, if necessary, some of the other expenditures of the government could be cut to permit of this.

He said that if it would take five years to make the project, referring to the statement that he was inspired by personal motives, he declared that he did not expect to have the slightest financial interest in it. Mr. Sifton's idea of what the service ought to be is materially different and also more expensive than that of the Premier, for the latter said that 20-knot boats on the Atlantic and 18-knot boats on the Pacific would be all that would be necessary.

The resolution, commencing with the project and promising to assume her full share of responsibility in any arrangements that may be made, having been passed, it now becomes the duty of the government to make the best arrangement in its power. No one in Parliament opposed the project.

PACIFIC PORTS.

A good deal is being said in the eastern papers about the suitability of the Atlantic ports of Canada as terminals for the All-Red line on whatever plan that enterprise may be ultimately carried out. The actual location is being paid to the Pacific ports of the Dominion.

Yet it is obvious that their adaptability for an imperial transportation service is not less important than that of the eastern harbors. Speaking of the Pacific ports of the Dominion, it is pointed out that the distance upon the surface of the earth and disregarding any land that may intervene between the points between which the distance is measured.

These ports are Bella Coola, Kitimat, Prince Rupert and Port Simpson. Theoretically they are all nearer the Orient than the western Canadian ports are sufficient to make any very material difference in favor of one over the other.

In point of accessibility the Vancouver Island ports named have a decided advantage over the others. The approach of Hardy Bay is through the wide opening between Vancouver Island and the Queen Charlotte group, which is nearly 100 miles across, and a vessel can

tering by that opening would be able in case of very thick weather to lie in comparative shelter until the entrance of Vancouver Island, if it was thought necessary, before proceeding to Hardy Bay. The approach to Quatsino is altogether in the open ocean, and it is not so much free from obstruction by fog or thick weather with a propeller or system of lights the approach to Quatsino Sound could be rendered as safe as to any other harbor in the world.

The approach to Barkley Sound is also from the open ocean; the soundings are such as would enable a navigator in thick weather to keep well off shore, and in clear weather the entrance is not obstructed under any circumstances. The approach to Esquimalt and Victoria is uninterrupted by rock or shoal; the soundings are a trustworthy guide and there is no reason whatever why a full-powered steamship should not come to the Straits and into these ports in any kind of weather.

Comparisons are proverbially odious, and therefore we shall content ourselves with saying that Dixon's entrance is not as good as the points named, but that it is not as bad as a vessel of large size is compelled to navigate the more or less intricate channels which connect the islands lying off the mainland ports.

There is always some delay and an additional risk for the reason that they think that in respect to Oriental trade the ports of Vancouver Island stand out as being the most favorable. In some respects more favorably situated than those on the Mainland. In respect to the Mainland, the approach is contemplated by the All-Red scheme, Barkley Sound, Esquimalt and Victoria are much more favorably situated than any other of the British Columbia ports.

We think, however, that they are very ill-situated for the open ocean, and that the available harbors of Barkley Sound, they have or can be provided with harbor facilities equal in extent and character to the demands of any commerce; from them there can be speedy distribution of traffic to all points east, north and south.

The steamer would give the quickest possible connection with the terminus of the Grand Trunk road, and the passenger steamers could carry mails and passengers to Vancouver and the Sound and back, and do it in a quicker time than would be practicable by the large steamships that are employed in the trade.

We do not think these considerations ought to be lost sight of by the people of Victoria, but should be kept before the attention of the public. We know that there exists the notion that the masters of the transportation know all about these things and that we can tell them nothing. We think, however, that the "masters" have asked the Colonist for just such information as is contained in this article.

RAILWAY SUBSIDIES.

The announcement of the railway subsidies to be granted by the Dominion Parliament will be received with interest, but not without some question as to the judgment exhibited in granting some of them. According to a special report to the Esquimalt and Nanaimo Railway company is to get assistance to extend its line from Esquimalt to the bell river, a distance of 117 miles.

This is a long stretch towards the north end of the island. The new company, the Vancouver Island and Eastern, is to get a subsidy for 100 miles from Campbell river north. We have not the route proposed to be followed by this railway, but speaking from recollection think it is by way of Bute Inlet, a hundred miles from Campbell river, carrying the line to a route practically as far as the head of Bute Inlet.

The Vancouver, Westminster and Yukon company is to get a subsidy for 100 miles and \$200,000 for a bridge across Burrard Inlet. A line of railway from Nicola to Pentonite, 100 miles, also is subsidized, as is a line from Carmi to Pentonite, 50 miles and one of 45 miles (?) around the Death Rapids of the Columbia, and one of nearly ten miles from Eburne to New Westminster.

The subsidies are at the rate of \$1000 a mile, with sliding in some cases where the cost is above \$15,000 a mile, so as to bring the maximum subsidy up to \$16,000 a mile. The actual average subsidized in this province is 665 miles, according to our contemporary. The aggregate subsidy, if all the grants are utilized, will be close to \$4,500,000. In all the subsidies that will be voted will amount to cover 3377 miles of railway.

We are hardly able to make any comment upon these proposed subsidies, for they need some further explanation than the dispatch to the Times gives, and our own Ottawa despatch gives few particulars. We think the Times must be in error in speaking of a line 45 miles long around Death Rapids, for this obstruction to navigation is only a few miles long. In previous subsidies no other companies have been mentioned, the subsidies having been given for specific lines, and not to specific companies.

We doubt if this plan has been departed from, it is impossible to speak with certainty, but it is of importance in connection with the development of the business of the Dominion. In point of fact all the ports of British Columbia lying north of Vancouver Island are nearer Asia than any ports further south, that is measuring the distance upon the surface of the earth and disregarding any land that may intervene between the points between which the distance is measured.

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It is time for the people of Canada to ask themselves whether they think it is desirable to continue in office the men now at the head of the government. The country will enter upon a period of very rapid growth, and exceedingly large expenditures will be necessary to carry out the program of the party that will be in power. It does not always result from things which are not very much to be regretted.

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so numerous and so varied that it is folly to predict results. Personal influences count, the weaker may lead to the defeat of a strong party. Local expenditures will influence voters. There is a certain prestige always attaching to a party in power, and among some people this prestige unfortunately is not greatly weakened by the disclosure of crooked transactions.

We may theorize in our clubs and offices as we please, but it is the way the ballots are marked that counts. A half dozen very wise men may make up their minds that such and such things will determine an election, but another half dozen men, who may not be very wise but who know how to get votes, may upset all their calculations. If the Conservative party expects to win the country at the next election, it has a lot of work to do, and it is rank folly to take it for granted, as so many people do, that the victory has been already won.

It is surprising how a political party can convince itself that it is going to succeed. In 1878, the Liberals felt absolutely certain that they could not be defeated, but they were beaten next the general elections came round they were confident of ousting the Conservatives, but they got completely drumming instead. There is not much gained by political forecasts at such times, for the members of a party who are sure to win, the other to be done is to convince a sufficient number of the voters that your party ought to win, and this conviction does not always result from things which are not very much to be regretted.

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anced. We suppose that Quebec, having been extended so far to take in the province becomes the largest of the provinces. Its area may be upwards of 500,000 square miles, possibly 450,000 square miles having been added by the inclusion of the territory named Ontario's area is also materially enlarged. It must be nearly 100,000 square miles as large as British Columbia, and possibly it may be even larger. That is, out province may drop from the first to the third place among the provinces in point of area. Manitoba is increased to at least 250,000 thereabouts.

By the addition of Unava, Quebec obtains a sea coast of its own, and of great value as far as is now known. It extends, presumably, from the St. Lawrence and Ottawa rivers on the south to Hudson's Strait on the north; it takes all the eastern coast of Hudson's Bay and the southern shore of the Strait of the same name. In short it covers the whole Labrador peninsula, and the southern shore of the Strait of the same name. In short it covers the whole Labrador peninsula, and the southern shore of the Strait of the same name.

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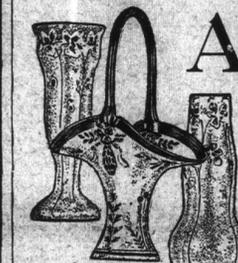
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Weiler Bros. COMPLETE HOUSE FURNISHERS. VICTORIA, B.C. The Largest and Best in the Whole Wide West. Established 1862.

THE PALACE OF ARTS



WELL KNOWN ART CONNOISSEUR paid our showrooms a visit a few days ago. He was on his way to the Orient after thoroughly inspecting the art stores of Europe. On leaving, he remarked, "the people of British Columbia must be truly artistic, otherwise you dare not risk carrying such a quantity of really good art wares and fabrics; I have seen larger stocks of individual lines, but never such a varied and all-embracing collection; you seem to have something of everything and everything has something about it that makes it worth possessing." He particularly admired the following:

GENUINE DRESDEN CHINA

A superb selection of A. Sachs' Dresden Fruit Stands, each piece is a work of art, literally covered with dainty artistic figures. Every china cabinet and banquet table should contain one of these exquisite productions, priced from \$10 to \$20.

Blue Delft

DUTCH SUBJECTS are probably the most favored and most fashionable in the world at the present time, but it matters not how much Dutch subjects may fluctuate in popular fancy, genuine blue Delft china never deteriorates, it is intrinsically valuable. We can show you a fine assortment, including a variety of subjects.

Ruskin Pottery

As is the name, so is the Pottery—a master in the world of art—not merely in the beautifully blended colors, but also in the modelling, which is simply perfection. We can show you Vases and Salad Bowls in the famous Ruskin Pottery. Prices range from 50c to \$5.

Basaltine Ware

Years ago this ware was world-famous, but debased tastes turned from the classic to the garish and highly decorated styles, but the designers of today have returned to the true, with the result that Basaltine ware from the famous Beardmore pottery has more than resumed its place, it is now honored in every collection of note and universally used for decorative purposes in many homes. We have an excellent assortment of Vases, Loving Cups, Cups and Saucers, etc., at prices ranging from \$1.75 to \$7.50.

Aynsley Plates

Those collectors who are on the lookout for this world-renowned plate should pay our first floor showroom an early visit, for we have just received a few superb specimen "Aynsley Plates," all exquisitely hand-painted. They are very exclusive. A few of the subjects are—"In the Trossachs," "Holy Cross Abbey," "Loch Lomond," "Killarney" Floral and Game scenes. We have priced these specimens extremely low. Prices start at \$2.

HADLEY'S ROYAL WORCESTER

Forms an excellent bridal or other gift. It is worth giving. Its value always increases. Prices start at \$2.50.



Weiler Bros. COMPLETE HOUSE FURNISHERS. VICTORIA, B.C. THE "FIRST" FURNITURE STORE OF THE "LAST" WEST. GOVERNMENT STREET, VICTORIA, B.C.

SOOKE INSTITUTE TO MA Display of Dist Entered for Val

(From Thursday) The Secretary of the Institute, E. Mill Smart, of the B.C. Association, yesterday that it was the intention of that district play of produce in fall fair. The revenue considerable amount of for the purpose, a readily accessible, and intentions of the which he identified that the display would be a valuable character as well, timber a Sooke industries of there are more at realized.

Mr. Smart asserted will be made to make statute exhibits in of Vancouver Island a paces with the usual of the fertile character as well, timber a Sooke industries of there are more at realized.

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# VICTORIA CITY VANCOUVER ISLAND

## CANADA'S GATEWAY TO THE ORIENT

"**M**ARY MARKWELL," the well-known staff writer of the Manitoba Free Press, who is now enjoying a visit to Victoria, has been contributing a series of articles to her paper dealing with the beauties and attractions of this city and Vancouver Island. The Colonist has availed itself, on numerous occasions, of the opportunity which presented itself to reproduce some of these sketches, as they are charmingly written and calculated to prove splendid advertisements for this section of the province. On Saturday, July 4, the Free Press had the following about Victoria from the pen of this gifted writer. It appeared under the caption, "Roses in Roseland":

"All night have the roses heard  
The flute, violin, bassoon;  
All night has the casement jasmine stirred  
To the dancers dancing in tune."

I know of but one word descriptive of the June "Rose Show," held in Victoria last week. Competition was keen, so keen as to bewilder alike judges and growers; amongst the latter the friendliest rivalry is observable, a rivalry reflecting the highest credit on Victoria garden makers.

I thought I had seen the finest rose collection when in England last year I saw the beautiful English rose; but here in Victoria, B. C., I saw last week a total eclipse of the English variety. Giant roses, rare roses, roses of varied hues and kind were there; but I saw nothing in that picturesque collection to excel the roses you find anywhere you wander in and around Victoria. It is an Island of Roses! Everybody grows roses. Everybody has a honeysuckle over the door, and few homes are shown without the holly or privet hedges. But the real glory of this summerland haunt is in its roses, which stately stand apart, or trembling lean over the fences of the highway. Which appear among the wild walls of the bungalow homes, or stray Rambler variety, strings itself along the low piazza, drooping from excess of its own bloom.

The "Rose Show," I believe, is an annual event. It is splendidly arranged by the "Rose ladies" of Victoria, who this season had a genuine arbor constructed with great festoons of ivy and columbine. Within this beautiful retreat tea was served, and one could scarcely give attention to hunger so fair the surroundings of the decorated tables.

All kinds of roses ranged themselves before the visitor's sight. The beautiful tea-rose side by side with a rambler and a starting yellow called Clair Jackquere. There was the modest blush rose and the drooping moss-rose; while gigantic blossoms approaching the cabbage size compelled notice.

The display provoked the most delighted exclamations; and the growers of the roses were there to be thus rewarded for their toil. No wonder Vancouver Island is being talked about! It is the garden of the America, and if you want to see roses why come out to Victoria the Beautiful!

The Kaslo Kootenaiian, in a recent issue, had the following, which is self-explanatory:  
Victoria, B.C., June 20, 1898.

Mr. Editor.—Some of your readers may be interested in knowing what it is like to attend the grand lodge of the Masonic body, so I will briefly tell my experience.

As to the lodge meeting itself, I will only say that there were about two hundred present, and that Mr. Houston is elected most worshipful grand master for the year and that the next meeting will be in June next year at Cranbrook.

It is the way we were treated and the sights we saw that will be of chief interest to the general reader.

Well, each day there was a splendid lunch at the lodge building. Yesterday was with me a constant round of dissipation. I had my noon lunch at the lodge and we had sandwiches, cake, coffee, tea, etc., and strawberries and real cream galore, while the floral decorations were wonderful. I never saw such a place for roses as Victoria. These and other beautiful flowers are everywhere and are practically wild and uncared for. Beautiful moss roses are growing in the holly hedges of many of the gardens. It is a pity that their beauty is marred somewhat by the dust, which is everywhere, to the great discomfort of the traveler and the public generally.

After lunch we were taken to Oak Bay in three special street cars which the lodge had secured and placed at our disposal.

Returning we were whirled away to Esquimalt and saw the dry dock, which, by the way, was not dry, but full of water. We were very kindly shown through the engine room by an official and saw everything of interest. Then about 4 p.m. we had another lunch and flowers again and strawberries and ice cream, and I guess if the delegates from Kaslo are not sick today it is not the fault of the Masons of Victoria.

After this, in the evening, we were taken to the Gorge, where there was a splendid out-of-door entertainment. Strings of electric lights were stretched from tree to tree, hundreds and

hundreds of them. There were the usual amusements, shooting gallery, etc., and a very good show of moving pictures, all exhibited in the open air of the park. Finally at 11 p.m. we wound up with coffee, tea, and cake, etc.; in the Japanese tea gardens. Of course I cannot describe the beauty of this scene of illumination and must leave it to the imagination of the reader. All who know him will readily grasp the fact that Worshipful Brother Chipman was on deck all the time, and the last I saw of him was in the King Edward hotel, and he was pretty well tuckered out with sightseeing and tramping around.

I may mention that by



MUSHROOM SEAT - BEACON HILL PARK



OLD BELL AT BEACON HILL PARK

a remarkable coincidence there were eleven fires in town the first night the Masons assembled in Victoria.

Yours truly,

DELEGATE.

The announcement that the C. P. R. has determined to vigorously prosecute its work of land-clearing on Vancouver Island has stimulated an interest in the agricultural possibilities of this part of British Columbia, and numerous enquiries have been received from parties who contemplate making their homes on this Island.

The lands owned by the Esquimalt and Nanaimo railway consist of 1,500,000 acres of agricultural, mineral and timber land, extending from Otter Point, on the south-west coast, to Crown Mountain in Comox district, and include within their boundaries all the flourishing farming, mining, lumbering and fishing communities along the east coast and on the line of the Esquimalt & Nanaimo Railway, a tract which is recognized as the garden of Vancouver Island.

In Bulletin 23, just issued by the Bureau of Provincial Information, the following advice to immigrants is given:

There is no country within the British Empire which offers more inducements to men of energy and industry than British Columbia. To the practical farmer, miner, lumberman, fisherman, horticulturist and dairyman it offers a comfortable living and ultimate independence, if he begins right, perseveres, and takes advantage of his opportunities. The skilled mechanic has also a good chance to establish himself, and the laborer will scarcely fail to find employment. The man without a trade, the clerk, accountant and the semi-professional is warned, however, that his chances for employment are by no means good. Much depends upon the individual, for where many fail one may secure a position and win success; but men in search of employment in offices or warehouses, and who are unable or unwilling to turn their hands to any kind of manual labor in an emergency, would do well to stay away from British Columbia unless they have sufficient means to support themselves for six months or a year while seeking a situation.

The class of immigrants whose chances of success are greatest is the man of small or moderate means, possessing energy, good health and self-reliance, with the faculty of adaptability to his new surroundings. He should have at least £300 (\$1,500) to £500 (\$2,500) on arrival in the Province, sufficient

DOWNS AT THE PARK

to "look around" before locating permanently, make his first payment on his land, and support himself and his family while awaiting returns from his first crop. This applies to a man taking up mixed farming. It is sometimes advisable for the newcomer to work for wages for a time, until he learns the "ways of the country."

To avoid the risk of loss, the immigrant from Great Britain should pay the money not

wanted on the passage to the Dominion Express Company's office in London, Liverpool or Glasgow, and get a money order payable at any point in British Columbia; or he may pay his money to any bank in London having an agency in British Columbia, such as the Bank of Montreal, Canadian Bank of Commerce, Bank of British North America, Imperial Bank, etc. This suggestion applies with equal force to persons coming from Eastern Canada or the United States.

United States currency is taken at par in business circles.

The Provincial Government Agent at point of ar-

Government Agents at Birmingham, Cardiff, Liverpool, Dublin, Belfast or Glasgow.

From the United States through tickets may be bought to any point in British Columbia over any of the transcontinental railways and their branches and connections.

From Oregon, Washington, Nevada and California, via Sumas, at the International Boundary, Nelson, Rossland, or Vancouver.

From the Dakotas, Minnesota, Illinois, Nebraska, Iowa and Missouri, via the Soo-Pacific line, entering Canada at Portal and Emerson, in the Canadian Northwest, and connecting with the Canadian Pacific Railway.

From Eastern States, via Montreal, Quebec, or Prescott, Ont., or via Niagara Falls, Hamilton, Toronto and North Bay.

From Eastern Canada, by Canadian Pacific Railway from Halifax, St. John, N.B., Quebec, Montreal, or Ottawa, and by rail from Toronto and other points in Central and Western Ontario.

During the season of navigation there is an alternative route through Lakes Huron and Superior, via Owen Sound, by the Canadian Pacific Railway Upper Lake steamships, to Fort William, at the western extremity of Lake Superior, and thence by the Canadian Pacific main line.

Subject to amendment, the sale of E. & N. lands will be conducted as follows:

Agricultural lands, which include all lands that do not contain timber capable of being manufactured into lumber to a greater average extent than ten thousand feet board measure per acre.

Timber lands, which include all lands containing timber capable of being manufactured into lumber to a greater average extent than ten thousand feet board measure per acre.

Mineral lands, which include all lands supposed to contain minerals other than or in addition to coal, coal oil, iron and fire clay, the sale of which will include the surface rights, with all timber standing and growing thereon, and all mines and minerals therein or thereunder belonging to the company, excepting coal, coal oil, iron and fire clay.

The sale of agricultural and timber lands as classified above will include the surface rights and all timber standing and growing thereon, and all mines and minerals therein and thereunder belonging to the Company, except coal, coal oil, iron and fire clay.

Agricultural lands will be sold in tracts of not less than one hundred and sixty acres, except where blocks of land have been cleared by the Company, and are offered in smaller parcels, or in the case of smaller areas lying between parcels of land actually surveyed or sold.

Timber lands will be sold in blocks of any area not less than six hundred and forty acres, with increases above that area in blocks of 160 acres or multiples thereof, except in the case of smaller areas lying between parcels of land actually surveyed or sold.

Mineral lands will be sold in blocks not exceeding in area one hundred and sixty acres.

The company will insert in all agreements for sale and purchase and in all conveyances such reservations as may be necessary or expedient in order to reserve and except to the company, its successors and assigns, full rights and powers of mining, winning, getting and carrying away all coal, coal oil, iron and fire clay, so far as under the terms of sale and purchase, such substances are or may be reserved and excepted.

Any person desiring to purchase any area of agricultural, timber or mineral lands as hereinbefore classified, shall file an application for the same on forms supplied by the company, and shall give an approximate description of the location, boundaries and area of the land which he desires to purchase illustrated by a rough sketch thereof on the back of such application.

If the applicant is notified that the agricultural or timber lands that he applies to purchase is for sale but is unsurveyed, he shall thereupon pay to the company a deposit of ten per cent of the purchase price of the said land, which amount will be forfeited to the company unless the returns of such survey to be made by the purchaser are filed with the land commissioner of the company, and shall pay the balance of the first instalment of the purchase price when filing the returns of the said survey, and he shall forthwith employ at his own expense a duly qualified provincial land surveyor to survey the said land, and shall file with the commissioner of the company within sixty days from the date of the notification to him that the land is available for purchase, proper returns of such survey, prepared in accordance with the company's regulations regarding the same.

Every parcel of agricultural and mineral land for which an application to purchase is filed shall be rectangular or square in shape and six hundred and forty acres shall measure eighty chains by eighty chains; three hundred and twenty acres shall measure forty chains by eighty chains; one hundred and sixty acres shall measure forty chains by forty chains; all lines bounding such parcels of agricultural or mineral land shall be run north and south and east and west astronomically.

### INVESTIGATION

At a meeting Association held ago, a commission investigate the milk a paper was read which contains a

It is the intention of the commission of the Dominion when the Canada meets at Winnipeg report and draw progress. In extension will work medical health where the commission of the first thing be a pasteurizing which modified, dispensed to the in mind the fact every year in Canada milk, the import this commission

HE paper tains fact, is a

Some since the fatality came home many, France, Belgium and America and so to stimulate a spirit of quence of which it enormous mortality ranks of hand-fed breast-fed children per cent. They a a marked season abrupt upward of months and an autumn. The market July and August v to diarrhoeal disease fluctuation in the Leipzig, for instance to births in August which 430 were die

in his article on the cases of which he per cent, were ex in his experience, cases in breast-fed Dr. Holt goes on to how quickly diarrhoeal milk: I once saw Asylum, every one children, all over- plying the one wa with diarrhoea, wh A woman was con Dr. Osler that Pro her little child, w with the remark: do with it; it was tions seem to be w thousands of lives year as a result of of the thousands. test but are more through life, havin battle disease that the building up of

Statistics

In Berlin (Ger among hand-fed in mer months is tw among those fed mum being reache ity of the artific twenty-five times a fed.

In France, of under one year of of July and August

In Australia, the concerned about, in Brisbane, says mer months more babies die. In re ket of Sidney mad 070, dying in New 19 years, one-half Newsholm, M.O.F article in The Lan contribute but one fanthe mortality. per cent of the 15 in Great Britain, a fed. Dr. McLeary says that infant n is a mortality of tion in Munich rec cent. of the infant

In Germany 4 mortality for the of July and August Prague, Austria, nurses her own b do not show any

However, I pro lem in preventive so engaging the a tions today, as th which they can ply. Unfortunate tario, and we may Canada, there ha tion of milk supp nations only fro

# Appalling Tide of Infant Mortality

Caused from Impurities in Milk

## INVESTIGATION FOR CANADA

At a meeting of the Canadian Medical Association held in Ottawa a few days ago, a commission was appointed to investigate the milk supply of Canada and a paper was read by a prominent physician which contains startling facts.

It is the intention to have members of the commission selected from other parts of the Dominion, so that altogether it can, when the Canadian Medical Association meets at Winnipeg next year, present a report and draw conclusions for further progress. In every instance the commission will work in conjunction with the medical health officers in the districts where the commissioners are located. One of the first things that will be settled will be a pasteurizing plant in Toronto, at which modified and certified milk can be dispensed to those who desire it. Having in mind the fact that 15,000 children die every year in Canada owing to poisoned milk, the importance of the work before this commission cannot be over-estimated.



THE paper read before the Canadian Medical Association and which contains facts that will surprise the public, is as follows:

Some twenty years have elapsed since the appalling tide of infant mortality came home to thoughtful minds in Germany, France, Belgium and the United States of America and so engrossed their attention as to stimulate a spirit of investigation, in consequence of which it was soon apparent that this enormous mortality was largely from the ranks of hand-fed children (90 per cent.), breast-fed children only contributing about 10 per cent. They also observed that there was a marked seasonal fluctuation, having an abrupt upward curve for the mid-summer months and an equally sharp drop in the autumn. The marked increase in the months of July and August was found to be largely due to diarrhoeal diseases, there being very little fluctuation in the non-diarrhoeal cases. In Leipzig, for instance, the proportion of deaths to births in August was as 571 to 1,000, of which 430 were diarrhoeal. Dr. Emmett Holt, in his article on diarrhoea, says that 1048 fatal cases, of which he had collected only three per cent., were exclusively breast-fed and that in his experience, fatal cases of diarrhoeal diseases in breast-fed infants are extremely rare. Dr. Holt goes on to say it is surprising to see how quickly diarrhoea is excited by impure milk. I once saw in the New York Infant Asylum, every one of the twenty-three healthy children, all over two years of age, and occupying the one ward, attacked in a single day with diarrhoea, which was traced to this cause. A woman was complaining on one occasion to Dr. Osler that Providence had seen fit to take her little child, when the doctor interrupted with the remark: "Providence had nothing to do with it; it was dirty milk." In fact, all nations seem to be waking up to the fact that thousands of lives are being sacrificed every year as a result of impure milk, to say nothing of the thousands that have survived the contest but are more or less handicapped all through life, having had to use the energies to battle disease that should have been used for the building up of good sound mind and body.

**Statistics of Other Countries**  
In Berlin (Germany) the infant mortality among hand-fed infants during the hot summer months is twenty-one times greater than among those fed from the breast, the maximum being reached in July, when the mortality of the artificially-fed children reaches twenty-five times more than that of the breast-fed.

In France, of 12,000 deaths among infants under one year of age, 5660 died in the months of July and August.

In Australia the authorities are gravely concerned about this awful infant mortality. In Brisbane, says Dr. Turner, during the summer months more than half of the bottle-fed babies die. In referring to this matter, Musket of Sidney made the statement that of 303,070, dying in New Zealand and Australia in 19 years, one-half might have been saved. Dr. Newsholm, M.O.H. for Brighton, said, in an article in *The Lancet* that breast-fed children contribute but one-tenth of the diarrhoeal infant mortality. Dr. Tyson states that 75 per cent. of the 150,000 infants dying annually in Great Britain, from all causes are bottle-fed. Dr. McLeary, M.O.H. for Hampstead, says that infant mortality, broadly speaking, is a mortality of hand-fed infants. Investigation in Munich revealed the fact that 83.3 per cent. of the infant mortality were hand-fed.

In Germany 41.37 per cent. of the entire mortality for the year occurred in the months of July and August. On the other hand, in Prague, Austria, where nearly every woman nurses her own babe, the hot summer months do not show any increase in mortality.

However, I presume there is no other problem in preventive medicine or state medicine so engaging the attention of all civilized nations today, as that of the ways and means by which they can best secure a pure milk supply. Unfortunately, in the province of Ontario, and we may add, in the Dominion of Canada, there has been no systematic inspection of milk supplies or bacteriological examinations only from a commercial standpoint,

but the marked similarity of conditions found by dairy inspections and bacteriological examinations in Germany, France, England and the United States of America is quite sufficient to establish a prima facie case upon which we should take prompt action.

### Revolting Spectacles Revealed

Inspection in the United States has revealed spectacles of a most revolting character. The filthy condition of the cow, stables, utensils and the milkers, and, in fact, at every turn from the cow to the consumer the milk is exposed to reinforcements of myriads of bacteria. The conditions in England, as reported by some of the officers of health, are as follows:

Dr. Groves, medical health officer in England, referring to many reports from the inspectors, said: "The conditions under which milk is procured in many parts of the country, especially among small holders, is too awful to describe." Dr. Hime, M.O.H., describing conditions which he found in the farms which supplied Bradford with milk, states that he saw children's napkins washed in milk cans, and once he saw articles more foul being washed in milk cans, that were to be used an hour later for dairy purposes. The report of the health officer for Derbyshire, Staffordshire and Cheshire stated that the great majority of the dairies and farms visited were in a dirty condition and totally unfit for the production of pure milk. In fact, cumulative evidence of the unfitness of English dairies might be quoted almost indefinitely. Almost identical reports are handed in in all countries in Europe, where inspections have been made. In most instances both the stables and the cows were found in a most unsanitary condition; the cows were milked and the milk handled by those who were absolutely ignorant of hygiene or sanitation.

### A Grave Scandal

In June last, by invitation of the Great Ormond St. Children's Hospital, representatives of the various London Children's hospitals met to discuss their milk supply. The unsatisfactory milk supply having been a matter of concern for some years, but they were deterred from action on the grounds that a better milk supply should entail increased expenditure (human life placed in the scales with dollars and cents, or rather pounds, shillings and pence and found wanting) (having been invited to inspect the various sources of milk supply). Dr. Carpenter, of the Northern Hospital for Children, related his experience, revealing as startling a condition and as grave a scandal as did the condition of the Chicago slaughter houses. The cows were huddled together in ill-ventilated, dark, dingy sheds, and a foul atmosphere, all of them besmeared with their own excretions, standing on filthy floors. A batch of dirty men, with dirty hands and filthy aprons were milking. The strainer through which the milk had been strained was found to contain a plentiful supply of stable refuse. The churns and utensils were washed with water taken from a trough in the yard which was smeared over with manure both inside and out. There was not the slightest evidence of any regard for ordinary cleanliness.

As a result of similar revelations in the United States, milk commissions have been appointed in various states, or rather in the principal cities, twenty-seven in all. A conference of these commissions was held at Atlantic City last June, when they emerged into a National Association for the purpose of adopting uniform methods of procedure, to fix on chemical and bacteriological standards, and to determine the scope of medical and veterinary inspections. This, of course, to be done in conjunction with the health department. Out of samples taken from thirty-one dairy wagons in Washington, only thirteen were fit for food, and of 117 samples examined in one year, only fifty contained less than 50,000 bacteria per c. c., in fact some of the samples contained a larger number of bacteria than did the sewage water of the city. The conjoined milk commission has advised that all milk containing more than 50,000 per cent. be destroyed by the health department.

Dr. Leslie Mackenzie, medical member of the local government board for Scotland, in the *Edinburgh Medical Journal*, describes the method of milking as follows: "To watch the milking of cows in most rural districts is to watch a process of unscientific inoculation of a pure or almost pure, medium with unknown quantities of unsuspected germs. To one who knows the meaning of asepsis, it makes the blood run cold to watch, even in imagination, the thousand chances of germ inoculation, rarely is ever the precaution taken of washing the udder, which is oft-times besmeared with excretion from the cow."

Everywhere throughout the whole process of milking, the perishable, superlative liquid receives its repeated sowings of germinal and non-germinal dirt. The hands of the milkers are rarely washed and are usually smeared over with excretion from the cow, liquified by the milk used by the milkers, in the filthy habit of wet-milking. In a word, the various dirt of the civilized human are reinforced by the inevitable dirt of the domestic cow.

### Drinking it Every Day

That milk is being consumed by us every day that is procured under similar conditions cannot be questioned. How would we like to have bread and pastry prepared for the evening by similar hands, and in similar environments? And yet we could do so with infinitely less danger to health and life as the bread and pastry have to be submitted to a temperature that would destroy all pathogenic germs, while

milk is used with all its bacterial contamination in activity, and furthermore, milk constitutes an excellent culture medium for the rapid reproduction of the bacteria. Let us contrast this for a moment with the milking of cows under the municipal milk supply of Rochester, N. Y., established in 1880.

A central station at which the milk is prepared is organized in a farm outside the city, where a trained nurse and assistant have full control of the cows, bottles, utensils, etc. Everything coming in contact with milk is thoroughly sterilized in steam sterilizers. The milk itself is not subjected to any pasteurizing or sterilizing.

At the milk station on the farm, the milk is taken from clean, well-fed, tested cattle into sterile cans which are carried to the barn in sterile linen bags. Just before milking the cow's udder is well washed. A sterile cheese cloth fly cover is placed over the cow, the first portion of the milk is rejected. As soon as the cans are filled they are immediately covered by a layer of cheesecloth held in position by a rubber band. The cans of milk thus covered are immediately taken from the barn into the laboratory, about two hundred yards away where the milk is properly diluted, sweetened and turned off into sterile nursing bottles. The bottles are corked with sterile corks placed in racks covered with cracked-ice and immediately transferred to the city for use. Of the milk prepared in this way forty-three samples daily were found to average not more than 14,000 bacteria per cubic centimetre, while the city milk at the same time approximated 235,000 per cent.

The average monthly count in Rochester for the past six years vary from about 100,000 per c. c. in winter to 500,000 per c. c. in summer.

### Two Hundred Varieties of Bacteria

We must remember however, that there are some 200 varieties of bacteria in milk that produce practically no harm, many of them only affecting the commercial value of the milk by souring, coagulating, etc. But these, as Professor Vaughan expressed it, should constitute the red lantern or danger signals, others are exerting or secreting toxic substances. The most common and most virulent of the pyogenic series present is the streptococcus, which is always associated with that most common of all bovine diseases, mastitis, or garget and also in "yellow gait," and what lends a greater degree of danger to the presence of streptococcus is the fact that milk at the temperature of the house affords an excellent culture medium for it, laboratory experiments having demonstrated that at the temperature of a living room that milk containing 300 per cent. will increase in 24 hours to 10,000,000, while if kept at a temperature of 50, only increased to 20,000. Professor Conn states that in nearly all milk they are present, as they are present in the milk ducts and teats even when no inflammatory process was going on. Bergey, of the University of Pennsylvania studied the milk of several cows during the entire period of lactation, and concluded that once the udder becomes infected with pyogenic bacteria the infection persists through several periods. Bergey, in his report to the state department of agriculture, Pennsylvania, showed a large number of samples drawn in sterile tubes, more than two-thirds contained bacteria, more particularly the streptococcus. He found them in half the samples examined from the Philadelphia supply. The specimens examined in Germany averaged about 75 per cent. infected, except in Leipzig, where Brunning found 26 out of 28 samples containing all the way from 100 to 1,000,000 per (93 per cent.) Leipzig having the largest infant mortality from diarrhoeal causes of any city with reliable registration outside. While these pyogenic bacteria are largely responsible for the infantile diarrhoea they are not entirely so, we have proteus vulgaris and the various dysenteric types, the bacillus pyocyaneus, etc. While infant mortality is the most important in determining the necessity of a pure milk supply, the danger as a medium for the spreading of communicable diseases is not much less important. Scarcely a month passes that we have not instances of outbreaks of the various infectious diseases traced to the homes of the dairies or vendors. This was especially emphasized by Prof. Kober in the section on hygiene of the International Medical Congress at Paris in 1900, in a report of 230 outbreaks of infectious diseases, through the milk supplies, made up as follows: Outbreaks of typhoid fever, 195; scarlet fever, 99; diphtheria, 38.

### Attributed to Cows' Milk

Of still greater significance, however, is "The Second Interim Report of the Royal Commission on Human and Animal Tuberculosis" in which their conclusion was to the effect that a large proportion of tuberculosis contracted by ingestion is due to bacilli of bovine source, and that a very considerable amount of disease and loss of life, especially among children, must be attributed to cows' milk containing tubercle bacilli.

The presence of tubercle bacilli in cows' milk can be detected, though with some difficulty, if the proper means be adopted, and such milk ought never to be used as food. There is far less difficulty, however, in recognizing clinically that a cow is suffering from tuberculosis, in which case she may be yielding tuberculous milk. The milk procured from such a cow ought not to form a part of human food, and, indeed, ought not to be used as food at all. "Our results clearly point to the necessity of measures more stringent than those at present in force, being taken to prevent the sale

or consumption of such milk."

In January last, the health committee of Birmingham issued to the city council the report of the medical officer of health (Dr. Robertson), and the veterinary superintendent (Mr. Malcolm), upon the investigations which had been made in regard to the infection by tubercular bacilli of the milk supplied to Birmingham. The collection of the samples of milk was undertaken by the assistant veterinary surgeon of the corporation and the subsequent examinations were made by Prof. Leith and his staff in the bacteriological department of the university. Between Sept. 13, 1906, and July 31, 1907, in 175 samples taken from the churns at the railway stations and other places, tubercle bacilli were present in 14 per cent.

### Facts That Speak Loudly

Dr. McCaw, senior physician to the Belfast Hospital for Sick Children, after twenty years' careful observations and study of tuberculosis in children in connection with his hospital work, in his own hospital, and a careful examination, on exactly the same basis, of the returns of: The Ulster Hospital for Sick Children, Great Ormand street, London; Royal Edinburgh Hospital for Children, Manchester Children's Hospital; East London Children's Hospital, Glasgow Children's Hospital, presents the following significant report for 1906:

Belfast Hospital for Sick Children—No. of intern. patients, 827; No. of tuberculous, 26.10 per cent.

Ulster Hospital for Sick Children—No. of intern. patients, 247; No. of tuberculous, 30.36 21.3 per cent.

Great Ormand Street, London—No. of intern. patients, 2878; tuberculous, 27 per cent.

Royal Edinburgh Hospital—No. of intern. patients, 1968; No. of tuberculous, 21.3 per cent.

Manchester Children's Hospital—No. of intern. patients, 1099; No. of tuberculous, 21.3 per cent.

East London Children's Hospital—No. of intern. patients, 2054; No. of tuberculous, 24.3 per cent.

Glasgow Children's Hospital—No. of intern. patients, 1177; No. of tuberculous, 27.95 per cent.

One cannot help but be impressed with the similarity in the percentage of tubercular cases in all these hospitals.

The conditions found were as follows: Surgical—Tubercular joints, lymphadenitis, chronic abscess, chronic ulcers, lupus, spinal caries, etc.; Medical phthisis, meningitis, and general tuberculosis, in the proportions of about 6 to 1.

This surely demonstrates beyond question the existence of tuberculosis to an appalling degree among children, and at an age when milk constitutes the principal article of diet.

### Tuberculosis Disseminated

We must couple with this the views of Prof. Von Behring and his followers: That tuberculosis in children is principally disseminated through the alimentary canal, the chief source being tuberculous milk.

For confirmatory evidence let us revert again for a moment to the findings of the royal commission, who in summarizing their results, concluded with the following statement: "The bacillus of bovine tuberculosis is not so constituted as to act on bovine tissue alone, for it can give rise to tuberculosis in many animals other than bovine; it is not so constituted as to act on bovine tissue with a special energy, for it can give rise to tuberculosis in many other animals as readily, or even more readily, than in bovine animals themselves. We call it the bacillus of bovine tuberculosis merely because we find it most frequently in the bovine body; it being the cause of bovine tuberculosis."

"The fact that the bacillus of bovine tuberculosis can readily, by feeding as well as by subcutaneous injection, give rise to generalized tuberculosis in the anthropoid ape—so nearly related to man and indeed, seems so far as our few experiments go, to produce this result more readily than in the cow itself, has an importance so obvious that it need not be dwelt on."

A deputation, headed by Prof. W. R. Smith of King's College, principal of the Royal Institute of Public Health, recently waited on the board of agriculture, to whom they emphasized a report of the committee of the institute that the time had arrived when active steps must be taken, in the interest of the nation, to protect the public from the dangers of impure and contaminated milk and requested that they secure such legislation as would warrant them in adopting more stringent measures in their efforts to secure a pure milk supply. Replying to the deputation, Sir E. Strachy, parliamentary secretary to the board of agriculture, said that the board is of the opinion that every possible precaution will be taken to protect the public and that anything reasonable which will not harass the trade, will be done.

### Legislating Against the Guilty

A committee of the National League for Physical Education was formed last year by Sir Lauder Brunton. This committee has now formed a joint committee with the National Health Society, the Infants' Health Society and the Liverpool Life Preservation Committee, with Sir Frederick Treves as chairman. The object being to secure a universal supply of milk, pure from the cow and free from disease germs—"clean milk." An annual system of license to dairymen is recommended,

## 15,000 LIVES ANNUALLY

"From statistics gathered for the past ten years impure and disease-laden milk has cost the Dominion of Canada in the past year 15,000 lives under five years of age, to say nothing of the thousands that have survived but have been crippled more or less in the contest and the thousands of adults that have had the various transmissible diseases communicated by milk and the numerous invalids with whom milk constitutes the main article of diet at a time when their vitality is low and their powers of resistance weak. In how many of these may not contaminated milk have turned the tide to a fatal issue?"

Tuberculosis exists to an alarming degree among children and is principally disseminated through the alimentary canal, the chief source being tuberculous milk."

In other countries besides Canada the authorities are gravely concerned about the astounding infant mortality consequent of impure milk!

renewable only if their premises are kept in a sanitary condition. The corporations of great cities such as Manchester, Liverpool and Sheffield have already obtained special parliamentary powers to enable them to exclude from their districts the milk of cows suffering from tuberculous udders, but as such milk can be sold elsewhere, it is proposed that such power is extended to the whole country."

Sir Thomas Barlow, referring to the milk supply to London, said: "It may be stated with emphasis that most American cities are far in advance of British cities in regard to their milk supply. The medical profession and the general public of Great Britain are commencing to recognize the fact and it will not be long till steps are taken to remedy existing conditions."

We, in Canada, are already 15 years behind, but in that 15 years other nations have done the pioneer work and it is only left for us to step into the procession and press rapidly to the front, but we must do it now. From the statistics I have already quoted of Rochester, especially, a neighboring city with conditions identical with our own. What they have saved by securing a pure milk we are justified in saying we can save, and from the statistics of the city for the past ten years, impure and disease laden milk has cost the Dominion of Canada in the past year 15,000 lives under five years of age, to say nothing of the thousands that have survived but have been crippled more or less in the contest, and the thousands of adults that have had the various transmissible diseases communicated by milk and the numerous invalids with whom milk constitutes the main article of diet at a time when their vitality is low and their powers of resistance weak. In how many of these may not contaminated milk have turned the tide to a fatal issue?"

### Of National Importance

The national importance of this problem is too apparent to necessitate any further comment or justify any further delay. The solution of the problem is a simple one—education and legislation. The education must come largely from the medical profession. The best results have been accomplished through milk commissions acting in conjunction with the various health authorities in educating the dairy authorities and all producers of milk as to the precautions necessary to be taken in order to produce clean milk and the consumer of the dangers of contaminated milk. The demand will create the supply. However, until we can secure an absolutely pure milk supply our only safeguard lies in proper pasteurizing and proper refrigerating.

Children that could not digest modified poisoned milk or germ laden milk, will, in the vast majority of cases, be found capable of digesting modified pure milk. But we must secure such legislation as will warrant the necessary steps being taken by the various health authorities as will bring to a successful issue this all important life-saving problem.

It is rather difficult for us to imagine people who know nothing about fire, and as a matter of fact there are no people now on the face of the earth, no matter how barbarous, who do not know how to make fire. We make it easily enough by striking a match, but years ago our ancestors were compelled to resort to flint, steel and tinder. The forest-dwelling people of the farther east have an old instrument for making fire. Near the coast every man carries a bit of crockery in the box of bamboo slung at his waist, a chip off a plate and a handful of dry fungus. Holding the tinder under his thumb upon the fragment of earthenware, he strikes the side of the box sharply and the tinder takes fire. But this method can only be used by tribes which have communication with the foreigner who supplies them with European goods. The inland people use a more singular process. They carry a short cylinder of lead, hollowed roughly to a cuplike form at one end, which fits a joint of bamboo. Placing this cylinder in the palm of the left hand, they fill the cup with tinder, adjust the bamboo over it, strike sharply, remove the covering as quickly, and the tinder is alight.—London (England) Spare Moments.

# Sir William Van Horne as a Humorist

IN his home life and surrounded by his friends Sir William Van Horne is a humorist. He enters into the spirit of a jest or a practical joke with as much zest as a school-boy follows up the adventures of the trail. Being fertile in resource and imagination, he sees many opportunities to exercise his natural love of fun upon any unsuspecting visitors who are not familiar with this phase of his character. He told me that on an occasion, when a number of distinguished persons had gathered at his house, he handed a lady a poem, presumably by an unknown poet, which he himself had written a short time before, expecting to be discovered and called to account on the spot as an imposter, when, instead, the lady read it through with evident interest, and looking up, remarked serenely, "It might be Browning."

I was present on an evening when the late Wyatt Eaton the painter was the target for Sir William's wit. We were assembled in a small reception room, looking over some etchings and Japanese paintings, a recent gift from an Eastern official.

"By the way," said Sir William, looking at Mr. Eaton, "I did not know that Emerson wore a beard."

"As I remember him," replied the artist, "his face was bare."

Sir William affected surprise at this, and calling Jenner, the butler, he said:

"Bring me the portfolio with the head of Emerson by Mr. Eaton."

Jenner obeyed, returning in a few minutes with the portfolio desired.

"There!" exclaimed Sir William, after rummaging a while among the contents and producing a proof of Mr. Timothy Cole's engraving of Mr. Eaton's crayon portrait of Emerson, "You must be mistaken."

Mr. Eaton looked at the proof, and, sure enough, there was his portrait, the face adorned with chop-whiskers. He became greatly excited. "I never did it," he said, "and yet it certainly is my mark."

He examined the proof more closely, taking it to the window for scrutiny.

"Is it possible," he asked, "that any one has tampered with my drawing and that that has gone over the country as my work?" He turned pale and his hands actually shook with nervous excitement.

"It is a libel," he muttered.

But, the artist's feelings going beyond the limits of a joke, Sir William quickly relieved his tension. "All right, Mr. Eaton," said he, "I did it." It was a put-up job, arranged with Jenner beforehand for the amusement of the guests.

Of course it ended in a laugh, with a compliment to Sir William from the artist, that he had handled his crayon so skilfully that it was not detectable from the grain of the engraving.

"I was completely deceived," said the painter, who was something of an expert in these things.

Sir William makes an annual trip over the Canadian Pacific railway and should there happen to be a greenhorn in the company;

that is, one who is making his first trip over the prairies, he too comes in for his share in the fun-making.

On different parts of the prairies there are alkali beds that glisten in the sun and seem to ripple like water. Before approaching these beds, Sir William incidentally introduces the subject of Christ walking on the water, and asks whether any one present believes that it can be done.

Of course there is protest, and as if to clinch the matter, Sir William raises his hand to the conductor, and orders the train to be stopped. He then alights, runs across the prairie, and walks over the apparent pond, glistening in the sunshine, and, returning, quietly remarks, "And my feet are not even wet."

The conductor, who is in the secret, keeps a serene face; the train starts up; the greenhorn, not having the chance to investigate for himself, is mystified; and like a good many other simple things, Sir William's "walking on the water" remains unexplained.

A bon mot is never lost on him, and it is just as highly savored.

At the time when Lord Aberdeen was governor-general of Canada, I sat at Sir William's left-hand at a dinner given to Lady Aberdeen. With the coffee were served some preserved lotos flowers on sea-weed of a vivid green color.

Lady Aberdeen examined this unusual looking dish, hesitating before helping herself.

"Don't," said I, "if you love Old Erin."

"Why?" she asked, amused, holding one of the salmon-colored petals mid-way to her lips.

It is the lotos flower that brings forgetfulness, and so I quoted a few lines from Tennyson's poem, "The Lotos Eaters."

She swallowed the petal. "I am very happy here," said she, beaming.

"O Diplomacy, thy name is success," I thought, and they who possess it find it means power and revenue.

"I would like to have thought of that myself," said Sir William to me afterward, in speaking of the aptness of my quotation.

Next to Professor Morse's, Sir William's collection of Chinese and Japanese pottery is the finest in the country. It is an experience to spend a Sunday afternoon with him among these treasures, and note his memory of dates and dynasties. He is making a copy of each piece—a careful study in color and design, upon a heavy hand-made paper—a work that in time to come will be of great value for its originality and skill.

He always handles his pieces of pottery with great care, using a piece of soft silk to polish them off, this to show the beauty and sheen of the glaze. Here, too, is a field for his fun-loving nature, and every little while a new victim is fooled with a grease cup. This little vessel of the scullery, cracked with heat and polished to an ivory tone by tallow, is his mock piece de resistance, and has been passed off repeatedly on the innocent as a piece of Satsuma. This little cup is kept in a cabinet among gems of the Ming and Suig periods, and brought out with great pomp and circumstance whenever the hour is ripe for experi-

ment. Even Professor Morse himself came up against "the grease cup," and, laughs Sir William, "he is the only one that was not deceived."

It is a delight to talk with Sir William when he is in a reminiscent mood, when he recalls incidents of his boyhood and early life. He told me once that he broke into the library of his native town in Illinois on a Sunday and copied a book he wanted from cover to cover, illustrations and all. "I was not able to buy books in those days," he explained. "I was employed as a messenger at six dollars a month, which I took home intact to my mother. My only pocket money was the dimes and occasional quarters given me by the patrons of the company for carrying long distance messages."

How picturesque is that incident in the life of one who later became unrivaled in the planning of railway systems and the handling of millions.

"I never cost my parents a cent, after my thirteenth year, for my education," he told me, and yet his education is of the best, being absorbed from experts along different lines, by personal association with men. At his table are to be found brilliant exponents in every department of art, science and invention.

In his handsome grey stone house on Sherbrooke street, in Montreal, there is a room designated as the "Studio." Here Sir William dashes off landscapes in the "free sma" hours, chiefly memories of the Northwest or scenes in the primeval forests of Cuba. It is a treat to enter there, where more than in the rest of the house his versatility finds expression. Oils, crayon drawings, brief sketches in colored inks are everywhere to be seen from his hand. One of my comments that delighted Sir William was that "a good painter had been suppressed to make a bad railroad president."

The studio contains portable lights, which Sir William carries about with him and turns full upon the sketch or painting under observation, thus greatly enhancing its artistic effect. In this room treasures are hidden away, and are brought out only on special occasions—drawings by Dutch, French and English masters and a representative group of the great Japanese painters, Hokusai and Togoshiigi included.

These studio events are memorable to those who have taken part in them, and, hence, he selects his guests with a view to contrasting one with another, so that amonony or ennui is never felt. At his table modest representatives of the arts are received "check by jowl" with millionaires and men of rank.

I remember a Sunday when the first lady of the land invited herself to the two o'clock dinner. This day the arts were represented by a young Dutch artist. After dinner Sir William suggested that the young man show his skill in making a quick portrait sketch of an English general who was present. The artist set to work again leaning over the back of his chair as he worked; so deeply was she interested in the process, when the sketch was completed, she not only complimented the young painter, but invited him to dine with her the following day. This was a double

triumph for the stranger, who presented her with the sketch, and the day passed off happily for all.

Those who know him well are often puzzled as to when he gets his sleep, for he is awake at all hours of the night, engaged at his manifold occupations, or in his billiard-room, but he has discovered the secret of the great Doctor Pepper, of dozing off for a moment at any time and in any place, thus fortifying himself against fatigue, so that his waking hours rival those of William of Germany himself.

Once at table I asked him a question, and getting no answer, I thought him pre-occupied and passed the matter over in silence. Presently he turned to me and asked whether I had spoken. I replied that the matter was of no importance, thinking that my question might have bored him.

"I must have been asleep," he apologized; "how shocking of me."

"Asleep," I exclaimed. "How could that be possible?"

"Yes," said he, "I drop off sometimes between the courses, and these little winks rest me wonderfully, even if I only lose consciousness for a few seconds."

This led up to a discussion of absent-mindedness, and he told a little story on his own account.

"I was in a great hurry to get to my office one morning," said he, "and, seeing something on wheels at a little distance, I hailed it and was driven off. Stepping out on the curb, I put my hand in my pocket for a quarter—which is the Montreal tariff—and looking up I was face to face with my own coachman. Well, I was raised to go afoot, you know," he concluded.

With the years and their achievements he seems to exhaust none of his pristine energy. I said to him at the time he resigned from the presidency of the Canadian Pacific railway, "I suppose now you will settle down to a quiet life, occupying yourself chiefly with your collections of art objects."

"No," said he, with a vague look in his eyes, "I could not make up an existence with any one thing. If I gave up my activities things would become flat, staid."

"But where do you find time for so many interests?" I asked, for the man seems no less than a magician who creates in some way, the secret of which is known only to himself, and he replied: "Going from one thing to another rests me." That was a favorable mood for the beginning of his enterprises in Cuba, where he is laying out a city to outshine Havana in beauty and commercial prominence.

Writing to a friend from Camaguey, Puerto Principe, he said: "The important matters which have kept me here for most of the past seven months are still pending, and, although very busy, I am greatly enjoying the beautiful climate and surroundings here."

It will be seen, then, that he is not only charmed by the future industrial possibilities of the island, but by the natural beauty, and surely this new city is an idea of stupendous import, revealing great foresight on the part of Sir William.

It is equally enjoyable to hear him speak of his pioneer days in the Northwest, and

some of the tales he tells would stir the blood even of the least imaginative. On the plains the atmosphere is so clear and the earth so flat that one loses all sense of perspective, the air becoming something like a lens that magnifies distant objects. Accordingly, Sir William describes his astonishment of first seeing a prairie chicken on the horizon: "A creature of gigantic proportions strutting slowly and fantastically along, it was a disappointment to find it was only a prairie chicken and not some truly antediluvian bird, and the silence is terrifying, something so new and oppressing that it can almost be heard."

Nor were the hardships and bodily exhaustion attending any pioneering cause wanting, but these are never touched on, excepting to his most intimate friends. It is thrilling when he describes his nights on the plains in a pouring rain, sleeping on a wet mattress on the ground, "with the water oozing from the blankets over our bodies, and in that way we got none a good steam bath and came off none the worse for the experience."

In those days he fared no better than the Italian laborers along the line, living chiefly on pork and black coffee. He gave orders that the coffee should be served without stint; hot and strong, and the result was that the work was carried through in less than half the time stipulated by the government. The same heroism that met and overcame the conditions, single-handed, one might say, necessary in the building up of the greatest railway in the world, was shown in his private life. At the time that he was night telegraph operator on the Milwaukee, his wife fell sick of the smallpox. Putting an end to all discussion of the matter, he began by turning everybody out of the room. Then, tying up the patient's hands, to prevent scratching, he took up his post by the bedside, and fought the disease—and the doctors alone, and today Lady Van Horne has not a scar on her face or hands, and is a witness of the entire efficiency of her nurse.

Somewhere in the Bible it is said that the "way of the child gives prophecy of the nature of the man," and so the quality that makes a man one of the creative spirits of his time is revealed in his obscurity to those of us who are more than mere superficial observers.

Poultny Bigelow once said to me that "a man's greatness is explained by his vitality, rather than by opportunity or the advantages of birth and education."

With Sir William Van Horne the habit of work has become so fixed that it is a necessity like sunshine and air, and he works for no reward other than the doing of that which his hands find to do, and doing it with all his might. This habit of work coupled with a superabundance of vitality, enables him to carry through the work of a dozen men and do it as easily as play.

As he has spanned the vastness of the Canadian Northwest and belted the Island of Cuba with a progressive railway system, he is today laying the foundations of a future prosperity that is almost undreamed of. Might it not be said of this man, with truth, that he has made himself a veritable citizen of the world? And through it all he is still a humorist.—Charlotte Eaton in Canadian Magazine.

# Mademoiselle Margot

HE was pretty, and she was alone—therefore she was interesting. As her friends saw her off from the Paris platform, they heaved a sigh of relief and put her in a Dames seules with that feeling of absurd contentment experienced only by worldly souls at any exceptional performance of their "duties."

Now as Mademoiselle Margot's views, the attitude peculiar to virginal persons of ninety-three, the maternal solicitude of kind and thoughtful friends filled her with a satisfaction which her appearance—she had blue eyes and a curly head—much belied, and, as she installed herself in the most comfortable corner of the first-class carriage, she came to the not original conclusion that a world without men would be the acme of comfort, and that matrimony was the refuge of the incompetent. Having reached this admirable frame of mind, and, to further illustrate her theory that a world without men would have been an eminently satisfactory place, she proceeded to take down her dressing bag and shed her bonnet, which she replaced by a dressing-jacket extracted case from.

It was a fast train, with only one stop—at Brienne. She was therefore free from impertinent observation, besides the obvious fact that first-class passengers are at one in the morning are few and far between.

Having completed the details of her undress uniform, and having replaced her bag on the rack and herself on the seat, she fell asleep, rocked by the gentle motion of the train.

The train stopped at Brienne for three minutes, and in that three minutes he got in. There were now the ingredients for a five-act tragedy—the man, the woman, and the situation. What happened, then, is worthy of notice. The man flung down his portmanteau with a sigh, and, as he did so, for the first time became aware of the presence of the other occupant. With an exclamation of annoyance he gazed in disgust at the intruder, whose slumber was to deprive him of the sagery and long-looked-for joys of an old and mellow pipe.

He was an officer and a gentleman, but his subsequent remark was not fraught with that courtesy one is accustomed to look for in a chevalier de la legion d'honneur. It was, to be exact:

"Confound the women, they come in everywhere." Whereat he took out the pipe and inspected it at length. The offender stirred in her sleep; he looked again, her hair shone in the lamplight. He hated faxen-haired dolls, but he put the pipe in his pocket. This was precisely the moment chosen by the doll to open her eyes.

She started, then she rubbed her eyes a moment. Could it be possible that any man should be dead to decent feeling as to enter within the sacred precincts of a Dames seules? And he dared to be young and passably good-looking. Impertinence! How now, quise, sure that what had at first appeared a dream was a tangible reality, the lady set up with an indignant jerk, ready for the fray.

"If monsieur had been good enough to look outside before entering this carriage, he would have spared the necessity of putting a lady to great inconvenience."

The unexpectedness of the attack took monsieur's breath away, but, controlling his righteous indignation, he answered in chilling tones:

"It is entirely due to the fact of having looked outside that I have had the—pleasure of Mademoiselle's company since Brienne."

"Madame" was a Parisienne. She noted the significant pause, and her blue eyes flashed.

"Your compliment is an error of taste, monsieur, but errors of judgment can go still further—I thought you were a gentleman, for instance."

He bowed ironically.

"I have only to repeat Madame's advice to myself. Had she looked outside before entering her compartment, this interview would have been avoided to—pray believe me—our mutual satisfaction."

"Monsieur!"

"Since you oblige me to say so, at the next station, I shall be under the painful necessity of calling the guard and having you turned out."

Monsieur smiled indignantly and shrugged his shoulders. He was a singularly graceful man.

The amused tolerance of his manner was the last straw. It reduced the already tired Margot to a state of mind wherein stratagems are made.

"Monsieur shall see . . . a man who from deliberate choice travels at night in a Dames seules can only . . ."

"With a bound Monsieur was on his feet.

"Dames seules?—est trop fort," and he sank back overcome by the intensity of his emotion.

"Monsieur shall see . . ." she repeated, unmoved at his ejaculation.

"Those who know the English King's personal habits understand why he avoids Berlin. His Majesty likes intercourse of a free and easy character and he dislikes strict formalities. For instance, the English sovereign dislikes the idea of passing through the Brandenburg gate, like the white elephant of Siam, and being greeted by the city fathers and thousands of school children. He also dislikes the military review and similar pageants which would be arranged here in his honor if he paid an official state visit to Berlin."

"This prudent monarch, whose clever diplomacy has raised Great Britain to an international position which she hitherto has never possessed, and who has produced this effect without any external display, dislikes the pompous customs of the German court, for in such a case to employ his time more profitably than in unedifying ceremonies which would be a personal dislike of Germany, but as a sign of his unflinching loyalty to the Sovereign, which frequently burden those whom they are intended to honor."

"Even in the East, the cradle of Byzantine display, monarchs have done as an appeal to the dignities of Germany to the time will come when zoroastrian monarchs can pay us visits without so many external accompaniments of pomp."

"Don't complain," said Uncle Eben, "if you find that somebody has an ax to grind. You're lucky that you're in, when you get through turnip to de grindstone he for im"—Washington Star.

explanation—though a collision was inevitable as they crossed the comparatively hurriedly changed windows, each anxious to verify the truth of a sudden inspiration. Helms! There are sad moments in life. Presently the lady spoke: "It was the guard," she murmured disconsolately.

"Both guards," corrected a weak voice from the opposite corner, but, controlling his righteous indignation, he answered in chilling tones:

"The Paris guard certainly pasted 'Dames seules' at one end," began she.

"The London guard certainly pasted 'smokers' on the other," he concluded with conviction. They understood now. It was humiliating.

"The King's visit to Russia. A witty scene resulted. Mr. Keir Hardie being almost named by the Deputy Speaker for using the word 'atrocity' in criticising the Czar."

The amendment to the Foreign Office vote signifying displeasure at the Government's sanctioning the Royal visit was rejected by 225 to 16.

Mr. O'Grady set the ball rolling on behalf of the Labor party by remarking that no one objected to his Majesty paying a private visit to his relative. But he and his colleagues objected to the visit being a State one. He feared the result of this country's relationship with Russia, with its horrors, tortures, and persecutions. Speaking of the shooting of the common people in Russia, he asked how could the King, at the same time or other for they were married six weeks later.—A.S. in M.A.P.

## KING EDWARD'S DISLIKE OF GERMANY

Germany, which is the principal organ of the German Central party, publishes the following communication under the heading "Why King Edward Does Not Visit Berlin:"

"Those who know the English King's personal habits understand why he avoids Berlin. His Majesty likes intercourse of a free and easy character and he dislikes strict formalities. For instance, the English sovereign dislikes the idea of passing through the Brandenburg gate, like the white elephant of Siam, and being greeted by the city fathers and thousands of school children. He also dislikes the military review and similar pageants which would be arranged here in his honor if he paid an official state visit to Berlin."

"This prudent monarch, whose clever diplomacy has raised Great Britain to an international position which she hitherto has never possessed, and who has produced this effect without any external display, dislikes the pompous customs of the German court, for in such a case to employ his time more profitably than in unedifying ceremonies which would be a personal dislike of Germany, but as a sign of his unflinching loyalty to the Sovereign, which frequently burden those whom they are intended to honor."

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# Scene In the Commons

LODGE'S WEEKLY that reports the extraordinary scene in the Commons during the debate on the Royal visit to Russia:

The Labor party were given their much sought-for chance of uttering a protest in the House of Commons on Thursday against the King's visit to Russia. A witty scene resulted. Mr. Keir Hardie being almost named by the Deputy Speaker for using the word "atrocity" in criticising the Czar.

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Mr. O'Grady set the ball rolling on behalf of the Labor party by remarking that no one objected to his Majesty paying a private visit to his relative. But he and his colleagues objected to the visit being a State one. He feared the result of this country's relationship with Russia, with its horrors, tortures, and persecutions. Speaking of the shooting of the common people in Russia, he asked how could the King, at the same time or other for they were married six weeks later.—A.S. in M.A.P.

Mr. O'Grady reviewed the fate of the first two Dumas, and he declared that Britain could not associate itself with the Government of Russia. If the visit retained its representative character it would be a sham and a disgrace to the nation. He therefore moved to reduce the vote by £100.

Mr. Swift MacNeill seconded the motion, complaining that the King was going abroad without a minister responsible to the people, whereas the Czar would have his ministers present.

A young Nationalist, Mr. Kettle, asserted that the visit meant that this country backed the bills of Russia. How different was the message of the English people today from that of two years ago! Then it was, "The Duma is dead. Long live the Duma! Now it is, 'Liberty is dead. Long live the Czar!'"

Speaking in his most impressive and unimpassioned manner the Foreign Secretary said he felt a difficulty in dealing with the constitutional position and the relations of the two countries. In a debate whose tone and temper were so much influenced by other considerations.

His Majesty acted on the constitutional advice of his ministers, and he was responsible for everything which took place. No public affairs would be transmissible in any way impaired the direct responsibility of ministers at home.

No negotiations were on foot for any new treaty or convention with the Russian government, and was, however, intended to have a political effect, an effect which, it was hoped, would be beneficial to the relations of the two countries.

The consequences of saying that they would not recognise the Russian government until they were satisfied with the internal affairs of Russia would be disastrous. The Government was pursuing a policy of peace, and the House was asked to decide between that and another policy, which would sooner or later lead to war.

The King had visited other countries, but not Russia, and the time had arrived when the visit could no longer be postponed without discourtesy. To make a

distinction between this and visits paid to other countries would be a slight and an insult.

The visit was welcomed by all the moderate and liberal elements in Russia. Making no comment on the Russian internal affairs, he would say that "issuing a manifesto inviting men to refuse military service and some members of the second were sentenced on a charge of being connected with an organisation for overturning the government."

Mr. Balfour: They were sentenced without trial. Secretary's speech, adding that they were not just other nations. He was followed by Mr. Keir Hardie, speaking of atrocities in Russia, which the Russian government and the Czar were responsible.

Mr. Emmott said the word "atrocity" was not in the Russian government, and he must therefore ask Mr. Hardie to withdraw.

Mr. Hardie: My difficulty is that I know no other word in the English language which expresses my meaning (Labor cheers).

Mr. Emmott repeated that Mr. Hardie must withdraw, but that gentleman attempted a subterfuge. He of his speech he would state facts to justify the use of the term (Labor cheers, and cries of "Order!").

He had no desire to disobey the ruling of Mr. Emmott, but he could not promise to be mauled.

Mr. Keir Hardie: Mr. Emmott said: "It is for me to carry out the rule of order, and I say most distinctly that the word 'atrocity' is not in order."

Mr. H. C. Lea (L): It is perfectly true. (Shouts of "Order!")

Mr. Emmott at length threatened to "name" Mr. Hardie and suspend the sitting, but the member for Merthyr reluctantly withdrew the word on the appeal of the chairman.

Mr. Maddison, and after Mr. Asquith had supported a division, and, therefore, he would sacrifice his convictions.

Mr. Maddison (Lab) having opposed the amendment, which he supported, he raised his voice of "Order!" From the Labor benches came shouts of "Don't name" and "Order!"

Mr. Keir Hardie: The House, however, agreed to Mr. Henderson's motion that the question should be put, and Mr. Grayson shouted: "I refuse to be browbeaten." Mr. Grayson shouted: "I refuse to be browbeaten." Mr. Grayson shouted: "I refuse to be browbeaten." Mr. Grayson shouted: "I refuse to be browbeaten."

Mr. Will Thorne (addressing his leader, Mr. Henderson): It is a dirty shame. He has as much right to speak as any man.

Mr. Grayson: Why don't you cross the floor at once?

Mr. O'Grady's motion having been rejected the House adjourned for the Whitsun holidays.

—O—

Simkins—You say that little man was formerly the light-weight champion? Timkins—Yes, Simkins—How did he lose the title? Timkins—Oh, he didn't lose it. He merely sold his grocery and retired.—Chicago Daily News.

## WITH THE VIGILANCE



HERE mids have led s the strain to r appe spec

time the birds are selves, and several before the effect is more especially fo being confined to also apparent whe all, and the large, run together. The ones overrun the feed as well as spots generally.

This practice of the growth of the matter to get them back, and attain the would, had no che course, applies mo space than to the farm. On the far brood to new terrifi field she goes the

Pointing out the the unwary on the see to it that advic ed in their case.

Then another t ed, is the fact that ing larger, and t for them a month a

A peep into th warm night will s stretched necks, ar ing for air. The down to the floor Such-crowding soo in such a state th er than their fello morning these stur trampled into a sh overcrowding.

These chicks w roomy night-quatr ility have reache ffulness in attendi ply, shade, grit, e are often neglecte and the effect qui relax your vigilan gleeting the half gr to build them up

SUMME

After more or less anticipation, a pleasure of a succ disappointment to our chickens has time. Good fortune deceased is found clumsy mother—or hood, for then one, the causes of death are the circumstan when the body is came of the chick conjecture. The n has been deceived. If so, precautions to protect the rest of or best takes on caught or frighten out of ten, return and take away and

In country an summer time, the breeders some depredeations. Yet havoc amongst the in unsettled distric and cities they are troublesome. The place of the ha more so. The ha down at midday w and up and off wit face. One chick e fly him, but not so down at daylight, coops, seizes and chick to prevent i off with it. He t two or three the frightened will b speedily destroy c Fortunately the cr fired at, will be s nor any other will for some time. W the fence near the den it is safe to e either, and should frightened off.

PRES

Preserved eggs fresh ones in man may be scrambled for baking various beaten whites. A alent of fresh eggs is broken; but on



# THE SIMPLE LIFE



## WITH THE POULTRYMAN

### VIGILANCE NECESSARY THROUGH- OUT THE SUMMER

**T**HERE comes a time during midsummer when the chicks have got past the newly hatched stage, and are putting on the feathers nicely, when the strain of watchfulness seems to relax, and the poultryman appears to feel that the need of special care is over. At this time the birds are allowed to look after themselves, and several evils are often the result before the effect is very noticeable. This is more especially found where the chicks are being confined to their own runways. It is also apparent where the freedom is given to all, and the large, and small are permitted to run together. The consequence is that the big ones overrun the late hatched, eating all the feed as well as usurping all the favorable spots generally.

This practice of running all, tends to stunt the growth of the little fellows. It is a hard matter to get them to recover from such a set back, and attain the size and development they would, had no check been received. This, of course, applies more to poultry in a confined space than to the flock that has the run of the farm. On the farm, the hen can take her brood to new territory every day. The farther afield she goes the better for her brood.

Pointing out the consequences should put the unwary on their guard, and they should see to it that advice is not needed, nor unneeded in their case.

Then another thing that is often overlooked, is the fact that the chicks are rapidly getting larger, and the coop that was roomy for them a month ago is now badly crowded.

A peep into the overcrowded coops on a warm night will show the chicks with outstretched necks, and wide awake eyes, grasping for air. The weaker ones are crowded down to the floor in a reeking atmosphere. Such crowding soon puts the weaker chicks in such a state that they look a month younger than their fellows of the same age. Some morning these stunted ones will be found trampled into a shapeless mass, a victim of overcrowding.

These chicks were all right, and if given roomy night-quarters, would in all probability have reached a healthy maturity. Carelessness in attending to feed, pure water supply, shade, grit, etc., are other things that are often neglected in the midsummer season, and the effect quickly seen in the flock. Don't relax your vigilance now, it is too costly, neglecting the half grown chicks and then trying to build them up again.

### SUMMER TRAGEDIES

After more or less expense and more or less anticipation, and after experiencing the pleasure of a successful hatch, great is the disappointment to find that one or more of our chickens has disappeared during the night. Good fortune it is if the body of the deceased is found in the coop—a victim of a clumsy mother—or to the diseases of chicken hood, for then one has a certain knowledge of the causes of death. But altogether different are the circumstances, or causes of death, when the body is not in evidence. What became of the chick is in most cases a matter of conjecture. The most likely theory is that it has been devoured by some animal or bird. If so, precautions should be taken at once to protect the rest of the brood, for, if any bird or beast takes one chicken without being caught or frightened off, they will nine times out of ten, return the following night and kill and take away another.

In country and suburban districts in summer time, the poultry have many enemies and breeders sometimes suffer heavily by their depredations. Years ago the hawks worked havoc amongst the young fowl. They still do in unsettled districts but near large towns and cities they are now rarely known to be troublesome. The crow seems to have taken the place of the hawk in destructiveness only more so. The hawk is a bold fellow, coming down at midday with a swift rush, a pounce, and tip and off with a chick right before your face. One chick every other day would satisfy him, but not so with Mr. Crow. He sneaks down at daylight, walks quietly amongst the coops, seizes and cuts the throat of the young chick to prevent it crying out and then flies off with it. He takes one the first morning, two or three the next and then if not shot or frightened will bring his friends with him and speedily destroy every chicken in the place. Fortunately the crow is very cowardly, and if fired at, will be so frightened that neither he nor any other will come near the neighborhood for some time. Whenever a crow perches on the fence near the poultry run or near the garden it is safe to suppose he means no good to either and should be promptly shot at and frightened off.

### PRESERVING EGGS

Preserved eggs may be substituted for fresh ones in many cases with profit. They may be scrambled and used in omelets; also for baking various cakes which do not require beaten whites. As a rule they are the equivalent of fresh eggs in any food where the yolk is broken; but only when specially preserved

and when kept not too long are they suitable to serve fried.

The preserving material seals up the pores in the shell and thus prevents the entrance of bacteria and air, as well as evaporation and consequent shrinkage of the egg contents. The old method of greasing the shell to make eggs keep better depended on this fact. Such eggs cannot be boiled because the impervious shells do not permit the escape of the enclosed air, which expands when heated and bursts open the egg. By serving the commoner purposes preserved egg economizes the fresh egg for which there is an ever-increasing demand for use as raw food in the treatment of certain diseases. The high prices for fresh eggs prevailing in the West during the fall and winter months make this an especially profitable locality for preserving eggs for family use.

When eggs are to be kept for a short time only, one of the usual methods of packing is sufficient. For this purpose they are imbedded in some fine material such as dry bran, oats, sawdust or salt. Care must be taken that the packing material is perfectly dry and free from must. There is always danger of losing the eggs by the growth of mould on the inside of the shell, as the writer has frequently observed. A better way is said to be the use of egg shelves. These are arranged in a cool, dry place and are provided with holes so that the eggs may be stood on end. Handled in this way, eggs are said to keep better than when packed. Preserving in some chemical solution is, however, a much safer method for general use.

Before recommending any formulas to the public the writer has given several of them a critical study to determine exactly what can be expected under our conditions. The various lots of eggs were preserved in June when they could be purchased at about thirty cents a dozen, and were used in November when fresh eggs were selling at seventy cents. Thus they were carried through the excessive heat of June and July and found to be usable in the fall.

There are two solutions commonly used for preserving eggs, each of which has its advantages and disadvantages.

**Limewater Method**  
The commonest and oldest preservative is lime water. A few lumps of quicklime are slaked in a large vessel of water, and after the excess of lime has settled out, the clear liquid is poured over perfectly fresh eggs in a clean jar. A very small amount of slaked lime may then be added to replace the lime which will be separated out by the action of the air. After a few days a thick crust will form on the surface, which should not be disturbed, for it prevents evaporation and excludes the air. Some add salt to the limewater and claim it improves the quality of the eggs. Lime water preserved eggs will keep well and are serviceable for all purposes excepting to fry, the yolks not holding up well and the eggs being apt to become mushy. There is a great tendency for the whites to become watery, but this does not render the eggs unwholesome. They are just as serviceable for baking and for other purposes as fresh eggs, excepting that the whites cannot be beaten. The great advantage of this method is the ease with which lime may be obtained, as it is readily accessible in the most remote places.

**Water Glass Method**  
The other common preservative is water glass. This is diluted with from ten to twenty parts of water, but even greater dilutions will serve when the eggs are to be kept for a short time only. We have observed that the stronger the water glass solution, the less apt the yolks are to break when fried. Water glass gives better results than lime water, but is difficult to obtain and quite expensive, away from commercial centers. It should be given the preference wherever available, although very fair results can be obtained with lime water. One lot preserved in five per cent water glass solution was still in good condition the following March.

It is absolutely essential that eggs for preserving be perfectly fresh. They should be preserved within twenty-six hours after being laid. It is not safe to preserve eggs whose history is not known, such as those obtained from dealers. By following one of these formulas a fall and winter supply of cheap eggs may be had which are fully as serviceable for most purposes as high priced fresh eggs, and which will not have the peculiar stale taste so characteristic of shipped cold-storage eggs.

### THE DUST BATH

The dust bath should be provided in every breeding pen and should consist of a small box 5 by 4 feet, in which you place sand, ashes and some sulphur and a little insect powder. This should be shaded in the summer time.

Whatever the material used may be, it should always be dry and fine. Dirt is excellent, but the habit of placing dirt in a box for the hens without sifting it, or removing the small stones and gravel, is not a good one. The dirt should be so fine that it will fly in every direction. When the hen dusts herself it is not for the purpose of wallowing in it, but to throw the dust over her body; hence if the material used is not dry and fine it will be of little service to the hens. Ashes are often used, but there is a difference between those produced from wood and those from coal. They should be sifted fine, and either kind may be used in dry weather. Should a wet spell come on, avoid those from wood, as

the contact with water renders them injurious to the skin.

Keep dry and have a cover to take on and off in the winter months. Neglect of the bath means an increase of the fowl fleas, which, unlike the blood mites which are only found out at night and hide away during the day, live on the body of the hen and drain it of much of the egg forming elements. These parasites lay countless small eggs on the downy part of the feathers, especially under the wings and near the vent. In the early autumn, when the birds usually lose their old feathers, these eggs are carried all about the farm, are duly hatched and return to the houses.

## AROUND THE FARM

### KICKING

**T**HE term "kick" is usually restricted to a blow given by one or both hind legs. A horse is said to "strike out" when he makes a forward blow with one or both fore legs. We regard both these movements as kicks.

A horse can kick in three ways: (1) To the rear with one or both hind legs; (2) To the front with the hind leg, and (3) To the front with one or both fore legs. Unlike horned cattle a horse is unable, without moving the body, to kick to one side, except to a slight extent, owing to the presence of a ligament (pubiofemoral) which connects the thigh bone to the pelvis and which greatly restricts the side action of the limb. If a horse, therefore, wants to kick a man who is standing a little away from his side, he will have to turn around to do so. For this reason if a person wishes to stand in safety by the side of a horse's hind quarters, as for instance when examining its hocks, he should get an assistant to stand on the same side, and to draw the head around to it a little, so that the animal will not be able to turn round and kick, if so inclined. If the horse be a vicious kicker, the advisability of getting the fore leg of the side at which one is standing, held or tied up, will be self-suggestive to any one who has had experience with horses. The forward kick with the hind leg (called a "cow kick") has a good deal of range; in fact a horse can, in this manner, hit a man who is standing at his shoulder.

When striking out with the front, the horse will generally do so, only with one foot; for the blow can be delivered with greater speed when the other forefoot is on the ground, than if both were off. If he strikes out with both fore feet, he will do so with a quick short effort; or he will make a greater or less attempt at rearing so as to bring his feet or legs at the top of the offending person or animal with the view of knocking it down. The governing idea more or less developed, of thus overthrowing his enemy is, evidently, to kneel on him and to bite him. This mode of attack is seldom seen in its complete form, except in the case of entires, which are more prone to bite and strike out with both fore feet than are mares and geldings. Mules usually kick out behind with greater freedom than horses, but are not so much inclined to bite or to strike out in front. Mares, from sexual causes are more inclined to kick with their hind legs than are the male members of their species.

Horses sometimes kick with their hind foot in a good tempered way; not for the purpose of inflicting pain, but merely to push the object of their attention out of the way, as we may occasionally see a mare do to her foal. Horses often kick in play without any vicious design. I am convinced that many apparently vicious kicks which miss their mark are delivered, not with the desire of "sending the blow home," but to warn the intruder against nearer approach.

When a horse kicks out behind, he will put extra weight on his fore-feet, and as a rule, will lower his head. When he cow-kicks, or strikes out in front, he will raise his head and bring his weight back.

In almost all cases, just before a horse kicks, he will draw his ears and more or less show the "white of his eyes." If the suspicious object be behind him, he will bring his head slightly round so as to see it, and will prepare for his attack by bending the fetlock and raising off the ground the heel of the hind leg of that side. A horse cannot kick with the hind leg upon which he is resting, his weight; for he has to transfer the weight to its fellow before he brings it into play. My readers will observe I have used the word "slightly" with reference to the extent the animal turns his head when he gets ready to "lash out"; for, if he brings it round a good deal, he will be obliged to put more weight on the hind leg of the side to which he is looking than on its fellow, and would consequently have a difficulty in using it.—Captain Hayes in "Points of the Horse."

### HOW A HORSE WORKS

Prof. Marshall, of the Ohio Agricultural College, in a recent bulletin compiled some good points about horses. He says there is about one horse for every four people in this country, and that three-fourths of all our horses are on farms.

Different kinds of work require different kinds of horses. A horse is of no particular value except for what he can do. To fulfil his mission he must travel. If he can draw a buggy containing one or two persons at the rate of

ten miles an hour, he is a valuable roadster. Another horse that can draw his share of a load weighing upwards of a ton, even though he moves slowly, performs an equal amount of actual work, and is just as useful to his owner as is the roadster. Since all horses are valuable because they travel, although at various rates and under varying conditions, it will be interesting to make a study of those parts of the horse's body directly connected with his locomotion.

It is not difficult to understand that with the horse, as with ourselves, all motion is the result of the action of the muscles. About 40 per cent of the weight of an ordinary horse is muscle. All muscles concerned with locomotion are attached to bones, and when they contract they cause the bones to which they are fastened to move. The lower part of a horse's legs are nearly all bones, but the muscles in the body and upper part of the limbs are attached to various parts of the bony construction by tendons, and can thus produce a motion of the parts located some distance away. The muscles we are discussing, when contracted, are about three-quarters as long as when at rest. The amount of motion produced by the action of the muscles of, say, one of the horse's hind legs, will depend upon the length of the muscles and the length and the relation of the bones to which they are attached. The commonest idea among students of this subject is expressed in these words: "Long muscles for speed, short muscles for power." We have already seen that a long muscle enables a horse to get over the ground rapidly. A short muscle, however, is not powerful because it is short, but because in horses constructed on that plan the muscles are thicker, contain more fibres, all of which pulling together when contracted exert a much greater pulling force than a long, more slender muscle. It is because of this that in buying horses to draw heavy loads we look for large and heavy-muscles, while in roadsters we must attach importance to the length of the muscles.

The most of a horse's muscle is in the hind quarters. This may be a surprise to you, but the next time you have an opportunity to see a horse pulling a very heavy load, study him carefully. You will be impressed with the idea that most of the work is being done with the hind legs. When the hind foot is moved forward the toe rests on the ground and the leg is bent at the hock joint; if the toe does not slip, and the horse is strong enough for his load, the muscles above, pulling on the tendon fastened to the back and upper point of the hock, straighten the leg and cause the body to move forward. It is by the performance of this act at every step that the horse moves, although, of course, the strain on all parts is much greater when pulling very hard. This will also show the necessity of having large, broad, straight joints and legs, that give the horse the most secure footing. You have probably also noticed when driving that many horses put their hind foot on the ground in front of the mark left by the fore foot, and the faster they go the greater will be the distance between the marks made by the fore and the hind feet. This shows that the length of a step is determined by the hind quarters; it also explains the need of large, strong hocks and legs that are not so crooked as to seem weak, or so straight as to lessen the leverage afforded by this very wonderful arrangement of the parts.

Then there are some other things that are desired in all kinds of horses. One of these is a short back—that is, short from the hips to the top of the shoulders (the withers). From what we have learned of the hind parts we see that the horse is really pushing the rest of his body along. If the back is short and strong instead of long and weak, the whole body will move more easily and rapidly in obedience to the force produced in the hind parts.

Although the hind parts have most to do with the horse's traveling, we must not forget that the front parts are also very important. No matter how much muscle a horse has or how strong his hocks are, if there is anything seriously wrong with the front legs, he cannot travel, and so derives no benefit from his good parts. Some horses may be seen whose knees are not straight; others, when looked at from in front, show that their feet are not in line with their legs. Such animals are more likely to slip or strike one leg with the opposite foot, thus making themselves lame and unable to do any work.

There are a great many interesting things about a horse, which cannot be told here, but which you may learn at home, or from some neighbor who keeps good horses. We will, however, say something about horses' feet. Inside a horse's hoofs there are some very sensitive parts resembling the attachment of the finger-nail and the finger. When anything gets wrong with the foot, these parts cause a great deal of pain, and even though the horse is otherwise perfect, the pain in his feet makes him too lame to travel.

### PREPARING LIVE STOCK FOR THE RING

In the various live stock departments there is a certain class of professional exhibitors who need no instruction regarding the preparation of animals for the show ring. Some of them have certain methods of feeding and ways of handling live stock for rounding them off for exhibition purposes. It is impossible to secure a detailed description of their methods. As a rule, many breeders take their cattle direct from the pasture to the fair. A few weeks before the fair cattle are brought in

daily and kept up for a short time until they become accustomed to their feeds. In this way they are not disturbed or affected by the sudden change when transferred from the pasture to the fair grounds stall. With plenty of good chopped hay in sacks, the exhibitor will be able to so adjust the meal and cut feeds in sacks to the needs of the animals so that they may be kept on their proper feed and in good tone. Good alfalfa and clover, well cut, makes one of the most satisfactory cut feeds.

Care should be taken not to overcrowd the animals with food on the way to the fair. Frequently the appetite slackens in transportation and experience shows that it is better to keep them under, rather than overfed. The feed given them during transit should be dry rather than possessing too much succulence. It is a well-known fact that some animals will not take much water when on the road, hence the necessity of care in this respect. The individuals should be watched. The more nearly they can be kept and fed as they were when at home the better.

Animals should not be washed until they are thoroughly rested after their journey. The facilities for washing include soap, brushes, buckets and plenty of fresh water. It is important that this work be pushed rapidly. Animals are taken to the fair for show purposes and the oftener they are in the show ring, the better for the individual who shows them. After the animals have been thoroughly washed, they should be groomed carefully, the more the better.

The character of the stalls and pens rests usually with the management. The exhibitor should be careful not to unduly expose a valuable animal to inclement weather. Frequently the stalls are open and valuable animals are subject to draughts and beating rains during heavy storms. Frequently blankets can be tacked up, affording ample protection. There should be more individual exhibits of first-class pure-bred stock from farms. Frequently stock of this sort take the ribbons away from professional showmen. It is competition like this that adds interests to the live stock department of an agricultural fair.—N. E. H.

### AGE LIMITS OF DAIRY COWS

A bulletin from the Wisconsin station states that a cow is at her best during her fifth and sixth years, up to which time the production of milk and butterfat by cows in normal condition increases each year. The length of time the cow will maintain her maximum production depends on her constitutional strength and the care with which she is fed and managed. A good dairy cow should not show any marked falling off until after ten years of age. Many excellent records have been made by cows older than this.

The quality of the milk produced by heifers is somewhat better than that of older cows, for a decrease has been noted of one to two-tenths of one per cent, in the average fat content for each year till the cows have reached the full age. This is caused by the increase in the weight of the cows with advancing age. At any rate, there seems to be a parallelism between the two sets of figures for the same cows. Young animals use a portion of their food for the formation of body tissue, and it is to be expected, therefore, that heifers will require a larger proportion of nutrition for the production of milk or butter than do older cows.

After a certain age has been reached, on the average seven years of age, the food required for the production of a unit of milk or butterfat again increases both as regards dry matter and the digestible components of the food. A good milk cow of exceptional strength, kept under favorable conditions, whose digestive system has not been impaired by overfeeding or crowding, for high results, should continue to be a profitable producer till her twelfth year, although the economy of her production is apt to be somewhat reduced before this age is reached.

### WATER AND SALT FOR COWS

Eight gallons of water a day is the average quantity required for a cow, and the milk given is about 87 per cent water. In some pastures there is no water, the cows being supplied night and morning, which forces each cow to drink four gallons at a time in order to be supplied. As the cow does not know that she must drink four gallons, she may use less and she will reduce her milk supply accordingly.

Extensive tests and investigations have been made by the experiment stations to determine the advisability of adding salt to the ration of dairy cows. As a result of these trials, it is recommended that dairy cows be given at least one ounce of salt per day. Exceptionally heavy milkers will require more than this. The uniform results obtained with all cows employed in these trials indicate that salt in addition to that obtained in their food is absolutely essential to the continued health of a dairy cow while producing milk. It is evident, moreover, that the amount of salt which must be supplied directly will vary greatly in different localities, it being more at high elevations and at places remote from the sea.

The Health of Animals Branch of the Dominion Department of Agriculture is planning an extensive campaign for the eradication of mange in those districts of Alberta and Saskatchewan in which the disease exists. One phase of the work is educational; the other consists in superintending the dipping of infected herds.

# The Strange Behaviour of Admiral McQueen

Archibald Guthrie, in Storyteller for July



"H, it's so deliciously exciting and lovely," said Esme sweetly. "Are you quite sure, Jim, that you meant all you said?"

I took the dear girl in my arms, and repeated my former protestation with interest. I improvised entirely original endearments, and ran up the whole gamut of delicious ecstasy.

Then, in a state bordering on mild insanity, we sat ourselves down to reckon up the situation coolly.

"I'll have to see your father first thing," I said with a boldness I did not feel. Esme's face grew white.

"I'd quite forgotten him," she said dolefully. "Jim, dear, can't we go on as we are for a while yet? I'm afraid—horribly afraid. You know Dad's frightfully ambitious for me, and—"

"I'm only a paltry naval lieutenant, with nothing beyond my ten shillings a day, and command allowance when they put me in a destroyer!" I finished for her bitterly. The dear girl laid her hand over mine, and her head somehow snuggled on my shoulder. From an infinite distance away—a million miles or more—there came the sound of a crack band, the faint whir of swinging skirts, the hum of merry talk. For Esme and I were sitting out the after-supper waltz at Lady Mentone's and I had taken the heaven-sent opportunity to tell the girl what I'd thought ever since the day I first met her.

"But you may be an admiral soon," she said comfortingly. I laughed in derision for I knew what promotion was—or rather was not. I'd seen too many men passed over my head to be ignorant.

"But I must know what your father says," I said firmly, in spite of the rose-leaf petals that were pressed over my lips. "You'd hate me, Esme darling. If I consented to hide our engagement, wouldn't you?"

"I'm half inclined to think I should, Jim." "Yes, and so should I. Therefore, go, and likewise, off I go to Papa Winningstone, and lay bare the secrets of my inmost heart. Cheer up, sweetheart, it isn't any worse than going to a dentist."

"If it's half as bad, I pity you, Jim," but I knew it would be incalculably worse.

We put off the evil hour as long as we could, but since this was to be the last night I should see Esme for goodness knew how long, and as her father was going away with her on the morrow, I knew the fell deed had to be done some time, and being a sailor, said there was no time like the present.

I found Pere Winningstone in the bridge-room, and asked him for the favor of a few moments' private conversation. He acceded, and led the way to the library. It was not an intellectual gathering that night, and the room was deserted.

"Now, Mr. Fullarton," he said. "Well, sir, the fact is—I don't quite know how to put it, but—er—I'm awfully in love with your daughter, and she's willing, and so—er—I want you to be willing, too, and there you are."

I ought to have noticed the signs of the times. Old Winningstone's face grew from red to purple, and back again to white.

"You're a lieutenant in the Royal Navy, I believe," he said, as one might say, "You're a snail on a garden path!"

"I am, sir. But everybody says there's a chance of trouble before long if Russia carries on at the present rate. And if there's a real naval war there are any amount of chances for a lieutenant in the Royal Navy."

I should have been enough of a wisecrack not to try sarcasm. He blew up as if he'd been torpedoes, and the fragments took some time to collect. Then he used some unnecessary expletives, and finished up in some such way as follows:

"I rather see my girl in her grave than married to a paltry sailor. If you were the last man on earth she shouldn't have you. My daughter is going to marry a title, and—"

Then he choked, and, seeing the futility of resistance, I rang full speed astern, and decided to evacuate an untenable position.

Esme, dear girl, read the whole of that interview in my face. She said nothing, but her face was infinitely tender. We walked slowly to the ballroom, and then, at the conservatory door, we stopped short. Something had happened. There was an air of tremendous excitement pervading everybody. I got it a moment later.

"War with Russia! Russia's declared war! And their fleets are reported ready for sea."

Admiral McQueen was at the dance, and he was laughing boisterously. The dear old chap slapped me on the back jovially.

"Prizes and loot!" he sang like a boy. "Promotion and pay! Cheer, Fullarton, cheer!"

There was no time to waste. We naval men left in a hurry to catch a train for Portsmouth, but I found time for a dozen words with Esme behind a screen in the supper-room.

"I'll love you always, dearest," she sighed. "And I'll never marry any other man but you. No, even if papa ties me up and flogs me. God speed, dear heart. And—Jim, don't run any risks, will you?"

"I promised her faithfully—such is the duplicity of man—and then I began to think of what the future might hold for me and her. The first healthful sign was my promotion

to commander next day. I was appointed to the Irreconcilable, one of the Dreadnought class, and reported myself at 7 a. m. to my skipper, Beauchamp, one of the best fellows in the service.

"I'm blessed if I can make out McQueen," said Captain Beauchamp to be on joining. "He was like a boy at a party the night before last, and now he's as grim as a bear with a sore head. We know him well to suspect him of funk, but—there's something radically wrong with him somewhere."

There had been a meeting of all the commanders the previous night, when arrangements were made for the ordering of the home Fleet, to which the Irreconcilable belonged. More than one of the skippers had commented on McQueen's strangeness, but they had passed it off by attributing it to worry and overwork. Be that as it may, the signals were out by eight bells for the whole fleet to weigh anchor and proceed up channel towards Dover.

It was said a great Russian squadron was advancing across the North sea, with the avowed intention of striking a heavy blow at our east coast ports, and trying to land a body of troops.

We had a fine fleet at our back as we steamed past the English shores and headed up for the straits. Twelve battleships of the line, and every one a beauty. The only wonder to me was that Russia should have the temerity to throw down the gage with that force to meet first thing. Our destroyers were out to sight ahead, our scouts were keeping in touch by wireless, and we said the news of the enemy's advance might reach us at any moment.

Half a dozen cruisers led the way. In the center of the wide line was our ship, the Irreconcilable, on the extreme right the King-Emperor, McQueen's flagship. She made a great show of bunting and more than once in the course of that journey the signals directly contradicted one another. Gradually Beauchamp began to get irritated.

"He'll make us nervous if he goes on at this rate," he said feverishly. "There's nothing tries nerve more than confused orders. 'What's he got up now?'"

"Fleet to stop, and captains and commanders to report aboard the flagship," I said, reading off the flags easily enough.

"Can do. Call away my launch." We went aboard like a flash of lightning, and joined up with all the other stalwarts in the Admiral's cabin.

Right enough McQueen had changed a lot. The candid bonhomie of the man who had smote me on the shoulders the other night was gone. He was pale, he licked his lips furtively as we entered. But we were subordinates, and supposed to be blind to our superior's emotion. We stood about, and he commenced to detail his plan of attack. On the face of it was showy, and promised to be effective, but—it was mostly show. He made no provision for a reserve, said he was going to finish the matter at one blow. Then he received indeed.

"I have just received a wireless," he said, "to say that a second Russian squadron is menacing the northern shores of Scotland. I shall be compelled to detail four ships, and three cruisers to rush up north at full speed, and endeavor to stop their antics. The rest of the fleet will accompany me in search of the Baltic squadron."

He'd cut off a third of his effective fighting force at one fell swoop! Half a dozen skippers began to speak at once, urging him to let the fleet remain whole until the Russians had had their gruel, and then, they said, there'd be time enough to hunt up the other chaps. But McQueen waved them down, and finally, a very dissatisfied lot, we went back to our respective ships.

It was about 7 o'clock that night that a destroyer smoked in, with her eyes staring, so to speak, and reported the Russian fleet some thirty miles ahead, and making up for the low-lying coasts of Suffolk or Norfolk, where the landing was evidently to be attempted. It seemed on the face of it that Russia had imagined the home fleet was out of the way, and the enemy was attempting a quick dash across the sea before any opposition could be offered.

We became very busy aboard the Irreconcilable now. There was so much to be done. Half the woodwork, the pride of a newly joined commander's heart, was flung overboard—for woodwork in an action spells fire, which must be avoided at all costs. Everything that was not absolutely necessary was taken to pieces, and stowed away below; the electricians were busy testing the shell-hoists; engineers were testing pumps and hydraulic lifts; gunners were fishing out spare sights and laying them handy in case of accident. The turrets were swung and reswung under my directions, barbettes were tried and found not wanting; a torpedo section was at work in the torpedo flats, doing a hundred intricate things with those mighty munitions of war, while a scene of orderly confusion existed in the gaping magazines and shell rooms. And the upshot of it was that twenty minutes after the scouts reported the approach of the enemy I was able to pass the word that the Irreconcilable was cleared for action.

"Smoke on the starboard bow, sir," the cry rang through the gathering twilight like a call to war. Instantly a run of signals flashed up to the masthead of the flagship. A fleet cruiser detached herself from the line astern, shot through our ranks like an arrow, and darted in the direction of the suspicious sight. We waited, tensed and breathing hard,

because for many of us this was the first experience of a fight. Soon we should be able to prove our hotly contested theories, should be able to show whether the age-long boast of our being Mistress of the Seas was founded on fact.

"Come into the conning-tower, Fullarton," said our skipper. "You will have to take the reins if anything happens to me." I followed him, the armor plated door swung to, and we were shut up in the citadel, the brain of the ship, amidst the innumerable levers and switches, the telephones and telegraphs, that controlled the ship's entire cosmos.

A yeoman of signals was chanting the Admiral's flag-signals to us in a monotonous voice.

"Fleet to form line ahead, sir, keeping station as arranged. All ships to reserve fire until the flagship gives the signal. Battleships must be prepared to take orders instantly and act at once."

"That's unnecessary," said Beauchamp. "We know that. I wonder if that cruiser is ever coming in. Ah! what's that?" he added sharply.

It was a dull, thunderous boom from an infinite distance. It was succeeded by another, a sharper report.

"A lyddite shell," I said. "Evidently the cruiser has drawn their fire. Now we'll see some fun in no time."

I was full of joy at the prospect of coming action. The nervous strain of the waiting had been tremendous, but now, thank heaven! the suspense was broken. That echo from the east had told us all we wanted to know. The enemy were coming on to the afiray, and soon action would succeed watching.

Silently, almost indistinguishable in the darkness, the great ships slid into place behind the flagship. One by one, with grinning teeth, pulsating with desire to plunge head-first into mortal combat, they ploughed through the churning water at full speed.

The scout cruiser flashed past us as we went onwards. We could see flames pouring from a rent in one of her funnels; evidently she had had it hot and strong. But a cheer went up from her complement as she vanished astern. Then we waited for what the night might see. I sent a wave of phosphorescent sheen that lit up the water like an unearthly searchlight. But dimly through the dusk could be seen hurrying craft, viper-like things that sped towards us like lightning.

"Torpedo-boats," said Beauchamp. "Tells those in the secondary batteries to reserve their fire for the moment." A signal flashed out from the flagship and was transmitted down the line. "Reserve all fire." We could not tell what the Admiral meant. Each one of all these torpedo craft, carried the where-withal to sink a battleship, and not a single searchlight was flashed upon them. More than that, not a single gun was fired. But incredible to our eyes, the flotilla of destroyers opened out in a wide sweep, darted past us and vanished apparently. We left them astern, and still drove on, with our hulls trembling madly to the thrust of our mighty screws.

Suddenly, from ahead, a tremendous burst of flame broke out. It was followed by a roar that seemed to shake the very sea in its bed. A moment later white lanes of light flashed into being, circling slowly round, until they converged deliberately on our advance. Each laden monster stood out brightly in the fierce burst of flame, but though another tremendous volley ripped through the new-fallen silence, our hulls never barked.

"Ships to open out!" chanted the signalman, as a row of lights rose to the flagship's signal-mast. Beauchamp stamped on the armored deck.

"What fools!" he cried. "We should have driven through their line first. Now we're split up into single units, and heaven knows what might happen!" But, after all, the Admiral was the Admiral, and no man knew what he might have up his sleeve in the way of a surprise.

We slid out of the line, and formed up in place. Another fierce burst of flame ahead, and the sound of dull thuds on our hull told that we were fast coming within range. I stood with a telephone to my lips, waiting for the signal to fire. But the signal did not come.

On and on we pressed while men might count a hundred. Then there came the sound of a heavy explosion astern of where we were. I looked out, but could see nothing. Stay, though! A mighty burst of flame seemed to light up the whole sky, and there sounded the hissing splutter of falling fragments. Someone shouted. "The Impetuous has been torpedoed!" Then we understood the meaning of the explosion with a vengeance. Still no signal from the Admiral! But from stern of us somewhere broke out a ripple of small gun-firing—very different from the thunderous detonation of the twelve-inch guns. One of our ships were repelling a torpedo attack.

"Torpedo boats coming up, astern, sir," sang out a petty officer.

"I'm hanged if I'm going to be torpedoed without making a fight for it!" said Beauchamp curtly. "Throw the searchlights on them, and open fire with the six-inch guns when they come within range."

I gave the word, and we peered out. The sea seemed alive with waspish craft that were flashing towards us. But they were fully revealed by the glare of the searchlights, and an instant later our good ship shook to her very keel, as a living hail of steel poured in among the sneaks.

Still no sign from the flagship! We saw a destroyer cut in two by a shell, and sink in fragments. We saw another heel over bodily and disappear with a gurgle that we could hear even above the roar of the firing. A second later another's funnels were shot away, and the rest, not liking their gruel, vanished out of sight.

But by this time we had come to grips with sterner metal. Our searchlights had darted ahead, to show us the leviathans of Russia. We counted them hurriedly—fourteen of them at least, though there might be a second line astern of the first.

We were getting a terrific mauling already. The enemy's heavy turret guns were making excellent practice, and the ship rang to the weight of repeated blows. Now nothing could be heard save the constant thunder of hostile guns.

"I see it," yelled Beauchamp into my ear. McQueen's going to hold his fire until every shot sinks an enemy. It's daring, but if it's carried out well it might make his fame."

A voice came to me through the telephone now: "Heavy shell struck muzzle of starboard twelve-inch gun, sir. Gun dismantled." I had felt the thud, and was wondering what it meant. Before I could tell Beauchamp the voice came again: "Gun's crew killed to a man, sir. Awaiting orders."

"This is too much!" cried Beauchamp. "Are we never to be allowed to strike back? We shan't have a serviceable gun in ten minutes."

There was a roar and a shattering overhead; and we seemed to know by instinct that a funnel had been shot away. A breath of fire licked through the slits in the conning-tower as the flames darted out of the shattered smoke-stack, and then, a moment later, the Irreconcilable shook throughout her length to the force of a terrible battering.

And yet we had not fired a single shot from our big guns, but the reports came along one by one, to tell the awful hammering we were getting. The tale of disaster was appalling; unless something was done soon, not a single gun would be fit for action.

"There's the flagship at last," said the skipper with a sigh of relief, as the sound of British cordite was added to the inferno of sound. "But I know it was not the flagship, for I had been watching closely. It was the Irrepressible, the second ship in line, that had taken the law into her own hands, and was opening fire with her turret-guns."

"We'll follow her example," went on Beauchamp. "And the word was given with a will. Instantly every gun that could be brought to bear was directed full upon a vast craft lay less than half a mile ahead. So near had we gone without opening fire! The nine-inch guns in the barbettes took a hand now, and the ponderous twelve-inch monsters roared and thundered like the crack of doom."

We were eight to fourteen—seven, rather, seeing that the Impetuous had been sunk. That meant that every British ship had to tackle two Russians, and guard against a torpedo attack at the same time. By this time the scene was like day owing to the numberless searchlights that poured over the water. Our ships were at it hammer and tongs, but I spared a moment to watch—the fire of the flagship was desultory, and very slow. I had not time to think what it could mean, though, for reports were constantly coming along to tell how we were suffering. A shell had exploded in the port turret, and killed seven of the gun's crew. Volunteers at once took their places, but it was seen, so the gunnery lieutenant reported, that the shooting of the twelve-inch weapon was now erratic. Evidently the frightful jar had injured the sighting mechanism.

It seems things were much the same with our fellows. The Remorseless, a sister ship to the Irreconcilable, reeled suddenly, seemed to lift bodily into the air, and then settled down on her side. She had been torpedoed, but in her death agonies she was still undefeated. Her captain crowded on full steam, and charged home upon the ship that had fired the death-shot. The armored ram gnawed swiftly into the Russian's vitals, and the two ships drifted away from the fight, locked in a deadly grapple. Then, with his engines going astern, the captain of the Remorseless backed away from his prey, and the Russian went down bodily. The British ship was wounded to the death, but her guns still spat viciously at another Russian that was steaming up to finish the work. But a lucky torpedo sank the newcomer, and the poor battered Remorseless turned wearily, and fastened like a leech to another ship of war. Then the two went down together, still fighting.

Another tremendous shock told me that something untoward had happened. Our two antagonists had been giving us more than we sent, but, acting on my own initiative, I sent a torpedo full into the one on our starboard hand. It found its mark, there was a mighty roar, and we were short of one adversary. But following on the heavy thud came the word from the port turret that the gun had been dismantled, and when I asked for particulars there was nothing but an ominous silence. A midshipman scrambled along the shattered alleyways, and returned presently to say the port turret was blown up, and that one man, the only one left whole, had died with the telephone to his lips.

Just as the middy finished, a scrap of shell hissed through the slit of the conning-tower, and Beauchamp dropped with a groan. I looked, and found him unconscious. But there was no time for sympathy or aid. I was left

in command, and I had enough to do to keep up the fight.

I looked out. Our ships were severely handled, but so far as I could see, the enemy had suffered equally. But the flagship was behaving in a most unaccountable manner. She was practically idle, for, though an occasional shot was fired from her main batteries, there was none of the sustained firing that held aboard the other ships. And—I saw it all in the flash of an eye—no ship seemed to be firing at her. The Russians had fastened to every ship in our line but the flagship—that was the strange part of it. I watched again, and as I gazed I saw the Devastator, a magnificent craft, open out in a blaze of fire and then settle down. She had been torpedoed, but, calculating swiftly, I could see what had caused the happening, for the Russian torpedo tubes could never have done the work. I had a searchlight flashed on the scene, expecting to discover that a destroyer had crept up and launched its shaft, but there was no destroyer. And then, even as I watched, the flagship burst out into flame. She was firing now with a vengeance, but—what was the matter? Had she been captured by the Russians? Her heavy guns were battering away, but the shells were falling aboard us! I ordered the private recognition signals to be shown, thinking that perhaps we had been mistaken for an enemy, but still that harassing fire went on unabated. We were now in an awful plight. A Russian ship was playing havoc with us on the one side, while on the other the admiral's flagship was pouring in shell after shell upon us. I thought for a second. I was responsible for the ship, for Beauchamp was dying, if not already dead. What was I to do? And then it flashed through my mind like lightning. We had been surprised at the change in McQueen's manner at the council of war. He had acted quite contrary to his often-expressed ideas whilst the action was in progress. What if—the thought was like a burning flame—what if it was not McQueen at all, but some awful traitor to our country, who had taken the destinies of the entire fleet in his charge! The detachment of four battleships before the action seemed to point to that. It was horrible, but there seemed no room for doubt. Everything seemed to add to the certainty. No wonder we were suffering so heavily!

I made up my mind. If I were wrong, I should be court-martialed, and most certainly shot; if I were right, our British honor might even yet be saved. "We were in shoal water for the fight had drifted inland. At the worst it would mean the loss of a British ship—but that would be no real loss, seeing that she was firing on us. And if I did what I purposed the flagship could be run ashore and saved from destruction utterly, while being rendered useless as a fighting-unit. With a fast-beating heart, and set teeth I spoke down the engine-room telephone, gave the word to the quarter-masters at the helm, and—drove hard down upon the flagship. She saw me coming, and tried to avoid the fell impact, but it was too late. The mighty ram of the Irreconcilable bit into her vitals, the stout armor-plates crumbled and vanished in fragments; she heeled over and over, still over. Then, having delivered my blow, I backed out and left her to her fate.

I had rammed my own admiral's flagship! A sick horror possessed me now. If I had made a mistake, my fate was sealed. But cooler reasoning told me that I could have made no mistake. The flagship staggered away drunkenly, and drifted astern. I saw her vanish, and prayed that she might run aground in time to save her gallant complement.

Suddenly there came a roar of thunder, the night was filled with splashes of red fire and blood. Then the heavens seemed to descend upon me; I found myself spinning round and round. That is all I remember.

"He's coming to," said a voice from Japan or China, or somewhere equally far distant. I opened my eyes, with the roar of guns still in my ears. But the noise died away into a marvelous stillness, and the flashes vanished as I looked about. A white-capped nurse was bending over me, two or three doctors stood about. At the foot of my bed was our gunnery-lieutenant, his arm in a sling, and a bandage around his forehead. He smiled wanly when he saw me conscious again.

"What's gone wrong, Lippingfield?" I asked weakly, and I thought my voice would never come.

He looked at the doctors, and then at me. One of them nodded, and he came forward.

"Do you mind shaking hands, sir?" he said nervously. "You've saved the Home Fleet from annihilation, and everyone knows it, too."

"How—what—why?"

"I'll tell you, sir, if the doctors don't object."

(Continued on Page Thirteen.)

**ABOLISHING THE KING IN CARDS**

Ordinary playing cards have hitherto been used in the most republican countries in the world without any violence to their feelings. Now, however, republican cards have been provided for Russia.

Instead of the kings, portraits of republican presidents are used, while instead of the queens there are portraits of Joan of Arc, Charlotte Corday, and Mme. Roland, Voltaire, Rousseau, Admiral Coligny, and other celebrities take the places of the knaves.

## STRANGE BEH

(Continued)

"It will make no thing," I said sharply. "Well, there'd be perpetrated. Did y a flag-captain who old Admiral McQ He'd been born in ents, and he took o and got aboard Bri

other. Oh, it's all a private journal in h he tried to play a we can tell. Admi and he was found n mouth harbor, with cowards!

"So far as we c chap, who was wel vice, then imperso completely took ev reason why the fle fire until after the our guns. It was a ning to end. His p ed by the enemy, a so his own men sa every ship to sa wouldn't allow tha that his plan hadn turned his own gu ships, and tried to you hadn't twigge rrammed him, he'd we couldn't have e four ships and the north came back in been reckoning thi conclusion there w reached the scene i enemy packing, aft and—I think that's

"But what abo

"Was she lost?"

"They ran her s in time sir. The la ed the conning-tow and nearly did for ed in to inquire. and they're praisin Russian—Lannostc bad lot, but he has

"Yes: he was lo of the flagship, sh ver in his hand. H of the difficulty."

"You must let now," said a doctor

I started. "I'm said feebly.

"Excuse me, bu tain three days ag tion, and you're f They talk of a VV joyfully.

I lay back—thi this would alter m thinking thus, fell a well-remembered her father too. In ngingstone's hand know.

"We're proud, "Esme will tell you the nurse discreetly

**TRAINING SC**

Fire Chief Win ange, N. J., is out lives of school-chil izing a miniatur each school, to m made up of the o have charge of a e the other to see th escapes clear, etc. drilled by the local Chief believes, wor scholars, give the b be useful all their lar fire department school brigades.

The Chief presc the East Orange o "There are hous institutions hundre and young people a and duty to provid minds can evolve.

"In buildings suc ing—public and pri houses of refuge, and dormitories, and th ordinary fire-fighti extinguishers in e standpipe with hos and a special fire the city alarm syste accrue to the child nervously. "You've saved the Home Fleet from annihilation, and everyone knows it, too."

"Where hundre gathered in one sel to be maintained e tunity for developi taught to obey an portant lessons, bu our boys learn sel command. The pi also the developm the character, vi: fending the lives a trained as I have asset to any comm that at Collingwo be proof against a

"Fire drills in saved hundreds of drilled companies more more might mense property va

STRANGE BEHAVIOR OF ADMIRAL McQUEEN

(Continued From Page Twelve.)

"It will make me wait quicker than anything," I said sharply.

"Well, there'd been a tremendous fraud perpetrated. Did you know the Russians had a flag-captain who was the very facsimile of old Admiral McQueen? Well, they had. He'd been born in England of Russian parents, and he took out naturalization papers, and got aboard British ships in some way or other. Oh, it's all leaked out. They found his private journal in his cabin afterwards. Well, he tried to play a desperate game, so far as we can tell. Admiral McQueen was waylaid, and he was found yesterday floating in Portsmouth harbor, with a stab in the back. The coward!

"So far as we can tell, sir, this Russian chap, who was well up in the ways of our service, then impersonated the Admiral. He completely took everybody in, and that's the reason why the Russians had silenced half our guns. It was awful treachery from beginning to end. His plan was to get us surrounded by the enemy, and at their mercy, he turned his own guns and torpedoes on our ships, and tried to bring it off that way. If you hadn't twigged what was wrong, and rammed him, he'd have carried his point, for we couldn't have stood much more. But the four ships and the cruisers that he'd sent up north came back in time, for the captains had been reckoning things up, and came to the conclusion there was something wrong. They reached the scene just soon enough to send the enemy packing, after a sharp bit of fighting, and—I think that's about all, sir."

"But what about the flagship?" I asked. "Was she lost?"

"They ran her aground in shoal water just in time, sir. The last shot of the action smashed the conning-tower of the Irreconcilable, and nearly did for you, and then people started in to inquire. But you've come clear, sir, and they're praising you up no end. That Russian—Lannostoff they called him—was a bad lot, but he has got what he deserved."

"Was a bad lot, Lippingfield?"

"Yes; he was found in the conning-tower of the flagship, shot in the head, with a revolver in his hand. He'd taken the best way out of the difficulty."

"You must let Captain Fullerton rest now," said a doctor, coming forward.

I started. "I'm not Captain Fullerton," I said feebly.

"Excuse me, but you were gazetted captain three days ago. It's a week since the action, and you're high up for Commodore. They talk of a V.C. too," said Lippingfield joyfully.

I lay back—thinking slowly. Perhaps this would alter matters a good deal, and, thinking thus, fell asleep, to be awakened by a well-remembered voice. Esme was there, her father too. In the grip of old man Wittingstone's hand I read all that I would know.

"We're proud of you, my boy," he said. "Esme will tell you how proud." And he and the nurse discreetly retired.

TRAINING SCHOOLBOYS TO FIGHT FIRE

Fire Chief Wm. F. Markwith, of East Orange, N. J., is out with a plan to protect the lives of school-children from fire by organizing a miniature fire department in each school, to consist of two companies made up of the older boys, one company to have charge of a chemical fire-apparatus and the other to see that all exits are open, fire-escapes clear, etc. These companies would be drilled by the local firemen. Such a plan, the Chief believes, would protect the schools and scholars, give the boys a training that would be useful all their lives, and improve the regular fire departments by recruiting from these school brigades.

The Chief presents his plan as follows in the East Orange Gazette:

"There are housed in our schools and other institutions hundreds of thousands of children and young people for whom it is our pleasure and duty to provide the best protection our minds can evolve.

"In buildings such as we are now considering—public and private schools, orphan-homes, houses of refuge, houses of correction, reformatories, and the like—there should be the ordinary fire-fighting devices, such as hand-extinguishers in each room and corridor, a standpipe with hose connection on every floor, and a special fire-alarm box connected with the city alarm system. But a great benefit may accrue to the children themselves by organizing the older ones into a company as fire-fighters and as a salvage corps.

"Where hundreds—perhaps thousands—are gathered in one school the discipline necessary to be maintained destroys nearly every opportunity for developing leadership. Children are taught to obey and to follow. These are important lessons, but equally important is it that our boys learn self-control and to lead and to command. The plan I mention contemplates also the development of still another side to the character, viz.: That of protecting and defending the lives and property of others. Boys trained as I have indicated would be a great asset to any community in case of a fire like that at Collingwood, and as men they would be proof against a foolish stampede.

"Fire drills in charge of teachers have saved hundreds of lives; supplemented by well-drilled companies such as I have mentioned, many more might have been rescued and immense property values saved."

Woman and the Suffrage

THE argument that the paying of taxes on men's property qualifies men to give a vote, and therefore the paying of taxes on women's property should, ipso facto, entitle women to give a vote, is fallacious, writes Sir E. Ray Lankester, in the London Telegraph, because the paying of taxes is not the reason or determining cause of men having a vote, but only a subsidiary test or qualification which might be abolished or modified. The property of minors pays the tax, but it is not proposed on that account that children should vote. The property qualifications in use at present are merely a method for excluding certain men, and we might have an intellectual qualification or a muscular qualification for the same purpose. Indeed, we do at present exclude male imbeciles and those who are immature. The reason for extending the parliamentary vote to a larger and larger body of the male population has been to secure the assent of the strength and manhood of the country to the laws and public acts of the government, and to insure its willing participation in that maintenance of the central government's decision by physical force which is the ultimate and by no means very remote method by which they are maintained. It does not seem likely to be an improvement on our present system that women, who must always be regarded as specially privileged because of their physical weakness, should nevertheless be allowed to influence by mere number of their votes the decision of questions in which the employment of the physical strength of men acting as defenders of our territory, guardians of the peace, or ministers of the law, is the essential condition of an effective result following on such decision.

To a naturalist human population does not appear as a number of units of which a few more are female than male—but rather a series of families, consisting of men, women and children, bound together by a variety of reciprocal services, dependent one on another, ordered and disciplined to a distribution of functions and duties by the tradition and experience of ages. The notion that the pater familias is the rightful chief of his wife and children, and that through him they are represented and should be content to be represented, in the local and greater state government—is one of long standing in civilized Europe. The powers of the pater familias have been gradually limited and directed in the course of the development of social life since the young men and the old bachelors, too, have been given a share of power in the state, but the recent proposal to break the fabric of his household by giving the parliamentary franchise to women is so sudden and strange a notion that he seems not to have realized what it means.

—she will only suffer by becoming "independent." The movement which is supposed to lead to a higher development of womanhood, and consists in women mobbing people on their doorsteps, waving flags and shouting at other people's meetings, and struggling in the arms of policemen, seems to be inconsistent with a development in the direction which has hitherto been popular and successful in the progress of man from savagery to decency. It is difficult to suppose that men can really be so blind to the facts of the real importance and true value of women as to allow this movement to succeed while they look on with vague incredulity as to its being anything more than a joke.

The apathy which many men exhibit in regard to this proposal is as remarkable as the amiable courtesy with which others assent to it rather than "disoblige a lady." Looking at the proposal not as a question of justice, which really has nothing to do with it, but in reference to the inquiry as to whether it is likely, if carried, to increase the happiness and prosperity of the community, I must say that, so far as the natural history of man gives indications, it seems to me that if women acquired the parliamentary franchise and made active use of it, they would be led into a new attitude of independence and separation from the men and from the family group to which they are by birth or alliance attached. I fear that the great business of making the nest beautiful, producing and tending the young; nursing the sick, helping the aged, consoling the afflicted, warding the brave, dancing and singing and creating gaiety within the charmed circle where political contests and affairs of state are of no account, would be neglected and without honor. In the end these amenities of life would probably fall into the hands of commercial companies and be sent out at so much head—imported from Germany. Woman would not be the gainer for she can only gain by continuing to astonish man by all she does for his enchantment and delight, to serve him and to crown his life

with the mean becomes 24 knots, and the variation in average speed ranges from about 23.5 to 24.4 knots—a very remarkable approach to uniformity of performance on ocean voyages of 2,300 to 2,500 miles, necessarily performed under varying conditions of sea and weather. As a rule, the fastest passages of Atlantic steamships have been made when going westward; but until her last passage to New York was made the *Mauretania* had done her fastest steaming on the homeward trip. The mean of her average speeds going westward is still more than half a knot less than the mean for eastward trips. For the *Lusitania* the mean for westward trips—excluding the fourth and sixth—is nearly half a knot in excess of the mean for eastward trips. Half a knot may appear to be a small difference in speed, but when it is taken above a speed already very high it involves considerable increase in the engine-power required for smooth water the increase in engine-power to raise the speed from 25 to 25.5 knots would be about 8.5 per cent; the corresponding increase of speed from 24 to 24.5 knots would involve an increase of about 11 per cent. In order to pass from 23.5 knots (the maximum speed of preceding Atlantic steamships) to 25 knots in the new Cunarders about one-third more engine-power must be developed. In steamship propulsion it is the "last step" which costs dearly.

There is, too, finally, one serious warning to be derived from the ascertained facts of human physiology and psychology. The immutable task, the sacred destiny, of women is to become the mothers of new generations. Nothing which is likely to interfere with or lessen the respect and veneration due to women in view of this tremendous natural determination of their instincts and aspirations should be lightly sanctioned by men so long as they have the power of deciding the matter. There is good and sufficient ground for fearing that the new status of women which would be established by their entry on an equal footing with man into the arena of political struggle and public life, would injuriously affect in a majority or large minority of cases that mode of life and economy of strength which is necessary for those who must give so much to the great and exacting demands of maternity. The gratification of the whim of a few earnest but injudicious women would be an altogether insufficient justification for the injury of the "physique" of women in general by the strain of public competition with men, and for the widespread development in women of an increased habit of self-assertion and self-sufficiency—habits which must make them unwilling to accept their natural duties as wives and mothers, and must make men equally unwilling to promote them to these honors and privileges.

The *Lusitania* has now been at work for eight months, and has made ten notable trips between Liverpool and New York; the *Mauretania* has been running since the middle of November last, and has made eight westward passages and seven eastward ones. Both ships accomplished their finest performances last month on the voyage to New York; the average speed for the *Lusitania* was 24.83 knots and that for the *Mauretania* 24.84. The *Lusitania* covered 2,500 knots at a mean speed exceeding 25 knots, and the occurrence of fog at the end of the voyage is considered a still more remarkable success, because she was sunning with only three screws, the blade of the fourth screw having broken off during her previous westward voyage, and a complete repair of the damage, and the authorities of the Cunard Company decided that the ship should sail with three screws. Obviously there was no lack of provision for safety; most of the present trans-Atlantic steamers have twin-screws, while the Allan turbine steamers have three screws. On the other hand, the use of three screws instead of two necessarily interfered with the efficiency of the propelling machinery, and the absence of the port "wing" screw-propeller involved the constant use of the helm to keep a straight course, and so added to the resistance experienced by the vessel. At three or four days on end she averaged over 25 knots. All and sundry, however, are concerned that cannot fail to be highly instructive to all who are interested in ship propulsion.

The capability of both ships to maintain the high speed guaranteed by the builders to the Cunard Company, and embodied in the agreement between that company and the Government, was demonstrated conclusively by their performance on the contract trials, when the *Lusitania* averaged nearly 25.5 knots, and the *Mauretania* exceeded 26 knots. It is most satisfactory, however, to all concerned to have confirmatory evidence that, under service conditions, the vessels can cross the Atlantic in favor of the weather at 25 knots. Their work during the winter has been done under very adverse conditions of wind and sea; when stormy weather has not prevailed, fog or mist has spoiled the average performance, and unfriendly criticisms, not acquainted with the conditions that compelled limitations of speed—have blamed the obligations of the contract would probably never be fulfilled. The *Leuchter* (a principal organ of German shipping) recently published a paper in which the writer asserted that on her first seven voyages the *Lusitania* had only a difference in her favor of less than two-tenths of a knot average speed on the westward passage, and less than three-tenths of a knot on the eastward passage, as compared with the performances of the *Kronprinzessin Cecilie*, of the North German Line. It was further suggested that the reciprocating engines of the German ship compared well in efficiency with the steam-turbines of the Cunarder. This statement evoked unfavorable opinions previously expressed in Germany in regard to the adoption of turbines for the *Lusitania* and *Mauretania*, and as to the improbability of attaining the guaranteed speed. It was unfortunate for the critic that this paper appeared almost contemporaneously with the achievements above summarized. Those responsible for the fulfillment of guarantees given for the Cunard steamships never doubted that success would be attained; and long ago they had positive evidence from performance on service that as the organization on board was perfected, and experience was accumulated, there would be no difficulty in fulfilling their promises. An efficient staff in both engines and boiler rooms, coal of good quality, and favorable weather were all essential to this result. The first two elements were under the control of the Cunard Company, and it was certain they would be secured. Weather was not under control and favorable conditions had to be awaited. In these respects the big ships, of course, are not exceptions to general rules; but their unprecedented speed and engine-power necessarily made the task of organization and working more difficult, and experience was necessary before the best working conditions could be ascertained. Six to eight months, chiefly in winter weather, was not a very long period to wait for complete success, before record runs were achieved; many changes have been required, and not infrequently these runs have been made under conditions of maintained coal supply, and lading differing greatly from those ordinarily occurring in service. The Cunard steamers have not been treated similarly; nor is this the first occasion on which long runs have been made by them at practically the same speed as has now been maintained from Queenstown to Sandy Hook.

For the ten westward trips of the *Lusitania* the mean average speeds across the Atlantic is 22.96 knots; for the first seven trips the mean is 22.47 knots; for the last four trips the mean is 23.47 knots; for the last four trips the mean is 23.47 knots. No one possessing an elementary knowledge of the principles of steamship propulsion will fail to understand that these low speeds were deliberately made to enable her to be driven much faster, but the damage done might have been serious, and no prudent commander would dream of incurring such unnecessary risks. If these two exceptional passages are omitted, the mean of the average speeds across the Atlantic works out at 23.8 knots, ranging from 22.5 to 24.83 knots. For the *Mauretania* the westward trips the mean of the average speed is 23.9 knots; for the first seven trips the mean is 23.47 knots; for the last four trips the mean is 24.08 knots. The seventh trip was that

Sea Performance of the New Cunarders

SIR WILLIAM WHITE, K.C.B., contributes the following special article to a recent issue of the London Times:

The *Lusitania* has now been at work for eight months, and has made ten notable trips between Liverpool and New York; the *Mauretania* has been running since the middle of November last, and has made eight westward passages and seven eastward ones. Both ships accomplished their finest performances last month on the voyage to New York; the average speed for the *Lusitania* was 24.83 knots and that for the *Mauretania* 24.84. The *Lusitania* covered 2,500 knots at a mean speed exceeding 25 knots, and the occurrence of fog at the end of the voyage is considered a still more remarkable success, because she was sunning with only three screws, the blade of the fourth screw having broken off during her previous westward voyage, and a complete repair of the damage, and the authorities of the Cunard Company decided that the ship should sail with three screws. Obviously there was no lack of provision for safety; most of the present trans-Atlantic steamers have twin-screws, while the Allan turbine steamers have three screws. On the other hand, the use of three screws instead of two necessarily interfered with the efficiency of the propelling machinery, and the absence of the port "wing" screw-propeller involved the constant use of the helm to keep a straight course, and so added to the resistance experienced by the vessel. At three or four days on end she averaged over 25 knots. All and sundry, however, are concerned that cannot fail to be highly instructive to all who are interested in ship propulsion.

In November last, the *Lusitania*, going west, ran 2,175 knots at the speed of 24.83 knots, but the last 615 miles had to be run in weather most unsuitable for the maintenance of high speed; the wind rose to a gale, and the sea became so heavy that it had to be reduced in consequence, so that the average speed for the passage was brought down to 24.25 knots. In the last, when the writer was returning from New York on board the *Mauretania*, she ran for a distance of nearly 2,300 knots at a mean speed of 24.8 knots. As she approached the Irish coast she encountered a heavy sea and thick weather, which necessitated a considerable reduction of speed and brought the average for the passage down to 24.2 knots. Such occurrences in the ocean are not infrequently met with, and one who has taken passage in the big ships can fail to have noted how superior to earlier vessels they are in their capability of maintaining high speed in heavy seas. There comes a time, of course, when even these ships cannot be driven hard without incurring considerable risk of damage from blows of the sea, and their experienced and capable commanding officers do not fail to take proper precautions when such conditions occur. Lower average speeds obtained when such bad weather occurs obviously furnish no indication of the real capabilities of ships. Nor can those capabilities be ascertained by making an arbitrary selection of particular voyages and taking no account of the conditions under which these voyages were made. If bad weather prevails to an unusual degree, the mean speed of a voyage is lowered, and procedure necessarily leads to erroneous conclusions. Probably the German critic above-mentioned fell into this error.

When the accident to the propeller took place, and, as a consequence, the speed was reduced, if that trip is also thrown out of account, the mean for five westward trips becomes 23.8 knots, and is practically identical with the mean for the eight westward trips of the *Lusitania*.

The selection of identical conditions across the Atlantic of the two-tenths or three-tenths of a knot as compared with the performances of the *Kronprinzessin Cecilie*, of the North German Line. It was further suggested that the reciprocating engines of the German ship compared well in efficiency with the steam-turbines of the Cunarder. This statement evoked unfavorable opinions previously expressed in Germany in regard to the adoption of turbines for the *Lusitania* and *Mauretania*, and as to the improbability of attaining the guaranteed speed. It was unfortunate for the critic that this paper appeared almost contemporaneously with the achievements above summarized. Those responsible for the fulfillment of guarantees given for the Cunard steamships never doubted that success would be attained; and long ago they had positive evidence from performance on service that as the organization on board was perfected, and experience was accumulated, there would be no difficulty in fulfilling their promises. An efficient staff in both engines and boiler rooms, coal of good quality, and favorable weather were all essential to this result. The first two elements were under the control of the Cunard Company, and it was certain they would be secured. Weather was not under control and favorable conditions had to be awaited. In these respects the big ships, of course, are not exceptions to general rules; but their unprecedented speed and engine-power necessarily made the task of organization and working more difficult, and experience was necessary before the best working conditions could be ascertained. Six to eight months, chiefly in winter weather, was not a very long period to wait for complete success, before record runs were achieved; many changes have been required, and not infrequently these runs have been made under conditions of maintained coal supply, and lading differing greatly from those ordinarily occurring in service. The Cunard steamers have not been treated similarly; nor is this the first occasion on which long runs have been made by them at practically the same speed as has now been maintained from Queenstown to Sandy Hook.

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EASTWARD TRIPS

Table with columns: Date of Sailing, Average Speed (Knots). Rows include Sandy Hook to Daunt's Rock, and various dates from September 21, 1907 to May 13, 1908.

For the ten eastward trips of the *Lusitania* the mean of the average speeds is 23.1 knots. For the seven trips of the *Mauretania* the mean is 23.7 knots; this includes the homeward passage of May 13, when the vessel was proceeding with a broken propeller, under precautions, as the full extent and character of the damage could not be ascertained before she was placed in dry dock at Liverpool. Omitting this trip the mean becomes 24 knots, and the variation in average speed ranges from about 23.5 to 24.4 knots—a very remarkable approach to uniformity of performance on ocean voyages of 2,300 to 2,500 miles, necessarily performed under varying conditions of sea and weather. As a rule, the fastest passages of Atlantic steamships have been made when going westward; but until her last passage to New York was made the *Mauretania* had done her fastest steaming on the homeward trip. The mean of her average speeds going westward is still more than half a knot less than the mean for eastward trips. For the *Lusitania* the mean for westward trips—excluding the fourth and sixth—is nearly half a knot in excess of the mean for eastward trips. Half a knot may appear to be a small difference in speed, but when it is taken above a speed already very high it involves considerable increase in the engine-power required for smooth water the increase in engine-power to raise the speed from 25 to 25.5 knots would be about 8.5 per cent; the corresponding increase of speed from 24 to 24.5 knots would involve an increase of about 11 per cent. In order to pass from 23.5 knots (the maximum speed of preceding Atlantic steamships) to 25 knots in the new Cunarders about one-third more engine-power must be developed. In steamship propulsion it is the "last step" which costs dearly.

WESTWARD TRIPS

Table with columns: Date of Sailing, Average Speed (Knots). Rows include Daunt's Rock to Sandy Hook, and various dates from September 1, 1907 to May 27, 1908.

DAUNT'S ROCK TO SANDY HOOK

Table with columns: Date of Sailing, Average Speed (Knots). Rows include various dates from September 1, 1907 to May 27, 1908.

IN LIGHTER VEIN

A good story is told of two Oxford undergraduates touring in the East, who entered the shop of a Jew whose knowledge of English, though he spoke most other tongues, was limited. With the customary carelessness of the Anglo-Saxon race when abroad, one undergraduate remarked to the other, on failing to make the Jew understand what he wanted, "The fool does not speak English."

"Do you spik Italian?" to which they replied: "No." "Do you spik Greek?" "No." "Do you spik Turk?" "No." "Do you spik Spanish?" "No." "Do you spik Russian?" "No." After a pause the old man, with considerable energy, ejaculated: "Me one times fool; you five times fool!" to the complete discomfiture of the young Englishmen.

I want a photograph representing me just as I am. None of the "touching-up" business, understand. You are in the wrong shop," replied the artist photographer. "Better try the police station. It's a Boston style of picture you're after," Philadelphia Ledger.

STARVING AT LETTERS

A few years ago Mr. Upton Sinclair published a novel called "The Journal of Arthur Stirling," purporting to record the real history of a young and successful literary man in New York. It made a sensation, but was critically considered a biased view of the commercial side of book-publishing. The self-constituted genius who took the world into his confidence, after confessing to the rebuffs that he constantly met in trying to dispose of his literary work, committed suicide. Arthur Stirling was a figure of fiction, but a man who seems his counterpart has just addressed a letter to the American Magazine (July), telling of his discouragement as a short-story writer. "If measured by pecuniary results," he says, "I suppose I must admit that I am a flat failure; if regulated by praise I am a success." He goes on with a picture that recalls the blackness and despair of some phases of the late George Gissing's life:

"All my life has been passed in the Underworld, and I have tried to make a study of its different inhabitants—thieves, tramps, drug-users, street-fakers, grafting politicians, etc. All of my writings concern the Underworld, and many of the collection are founded on my own experiences. One editor says I have gone deeper into the drug question than any other writer that ever lived, not even excepting De Quincey or Poe."

"My first literary work was a slang lexicon and a dissertation on the 'yegg,' species of vagrant—the only work of its kind ever compiled in this country. I managed to sell both to a certain newspaper for \$25, barely sufficient to keep a real literateur in postage. "So here I am, after a lifetime of study and preparation, after three years of sending a finished product around to the editors, after having spent three months in Bellevue hospital with a severe and puzzling illness brought on by close application in completing a thirty-thousand-word critique on E. A. Poe, in such abject despair and destitution that I shall surely sink unless some one comes forth to help me. I feel that I can not keep up my courage any longer. People of means will scarcely believe that it is possible for an author literally to starve to death amid all of this wealth and apparent happiness. Yet it is a fact. Isn't there something radically wrong somewhere when I can have in my possession stories that are unique and individual, tales such as can not be found in any literature, and make the "rounds" with them and still be compelled to stop on my journey and grab a handful of free lunch from actual hunger? I think there is. Time and again I have placed myself on the scales to find what is wanting, and it seems I can not discover where the fault lies. Suppose I have a number of stories the equal of some of Poe's, would it not be a shame to permit them to die in the dark corner of some obscure garret?"

"A MASQUE OF EMPIRE"

The Newlands Corner (Surrey) branch of the Victoria League has performed a charming masque at the King's Hall, Covent Garden, which figured the sentiment and the aspiration of national unity, says the London Standard. The piece was designed according to traditional methods. There was a chorus, whose office it was to interpret and to comment upon the action; the several states and colonies were presented by persons; and the main theme was illustrated by interludes, in which passages from the poets—Campbell, Tennyson and Kipling—were recited. The masque was produced under the direction of Mr. and Mrs. St. Lo Strachey, and the performers were their relatives and friends and the children of the Surrey villages of Albury, Chilworth and Shere.

The chorus (Miss M. Baker) attired in cap and gown, spoke the prologue. The curtain rising, Britannia (Miss A. Strachey) was discovered enthroned, grasping her trident, her helmet and shield beside her. The armed forces by virtue of whose defence Britannia holds her dominions first appeared, the Royal Navy being represented by six little sailor boys, who danced a hornpipe, and the British Army by a squad of the Shere cadet corps, in khaki uniforms, with carbines. The little officer handled his men very smartly, putting them through a few evolutions. To the Navy, Britannia addressed Campbell's "Ye Mariners of England," and to the Army Tennyson's "Riflemen Form." The forces then formed a guard of honor behind the throne, and a bugle-call summoned one by one the Five Nations, Canada, robed in scarlet, and bearing a sheaf of corn, entered with little Newfoundland, garbed as a fisher-girl; then came Australia, diademed with the Southern Cross, and bearing fruit; then New Zealand, crowned with roses; then South Africa, wearing a jeweled coronal, and cloaked with leopard-skin, and carrying ostrich feathers. These all received appropriate greeting from Britannia, and the Five Nations recited the fine verses of "The Native-born." India, a dark-skinned lady in gorgeous native apparel, then made a most dignified entrance, and delivered a majestic address. When India and the Five Nations were ranged upon the steps of the throne, the trumpet summoned Gibraltar and Malta—two little sailor-boys, each carrying the White Ensign. They were followed by the Crown Colonies and Protectorates, represented by village girls wearing emblematic colors. Little boys with coalbags slung over their shoulders; and the Empire was complete.

Britannia descended from the throne, and, advancing to the front of the stage, spoke the "Recessional," so bringing the masque to a full and a fitting close. The masque was composed and arranged by Mrs. St. Lo Strachey, who is to be congratulated upon her achievement. Permission to perform it may be obtained from the author, c/o Messrs. Hutchinson & Co., Paternoster Row, London, who published the libretto in a neat little volume.



# PAGE FOR THE YOUNG FOLKS

## CURRENT TOPICS

There has been dreadful heat in the middle and eastern states and in Montreal. Many people have died and have suffered terribly. Here we have had pleasant summer weather. The children at the beaches are having a delightful time and it is not too hot to enjoy the holiday at home.

Not long ago we read about a rebellion in the north of the British Isles. Now we hear that on Monday the capital, Port au Prince, was almost destroyed by fire and that the ammunition stored in the city caused a number of terrible explosions. There will not be much suffering, however, as it is not too hot to want of shelter, but it will be some time before the city will recover from such a disaster.

There is rebellion in the Central American state of Honduras and the rebels are marching from city to city capturing them as they go. The plan of the rebels is to make a confederation of Honduras, Guatemala and Salvador and then to attack Nicaragua. These Central American republics are not yet ready for the temple of peace which Mr. Carnegie wished to build in that part of the world.

The Japanese have erected a monument to the Russian defenders of Port Arthur. Japanese and Russian generals intend to perform the ceremony of unveiling the monument. It is pleasant to see that there is really peace between these two brave nations. The war was a terrible and a costly one. The Japanese are suffering from the poverty that must always come after a great war but they bear their troubles bravely.

The death of the old trainer and athlete Robert Foster brought tears to the eyes of many a strong man and bright boy when on Monday the news of his death spread through the town. For many years he has lived in this city and was known to all lovers of sport. His death brings home the lesson that we should never neglect the opportunity of showing a kindness to the living. All that we can do after the spirit has passed away from the earth is as nothing compared with the loving attentions we can show to the sick, the suffering or the lonely who can be helped by our neglect or cheered by our sympathy.

Fancy a man rich enough to hire a big steamer and then take a trip round the world with his friends! That is what Col. Thompson who made a great fortune out of the oil business in Ontario, Canada, has done this year. He called at Victoria on his way back to New York. The ship is called the Minoela and she came into the Royal Roads on Sunday. Since she left New York last November there are few places of interest at which this pleasure steamer has not cast anchor. If you want to follow her course you should, if you have not done so, get your copy of the article on page 2 of Tuesday's Colonist. Then try to imagine the different scenes and the variety of people seen by these tourists.

It will not be long before the people of British Columbia will be more than ready to pick their fruit. Our first crop is growing very fast. People have only begun to understand that we have one of the finest fruit countries in the world. An orchard needs care and attention, but the labor is not as great as the best sort of trees or plants are put in the return is sure. But the strawberries, the raspberries, and the cherries and the plums and the grapes are good to eat and they are worth very little. In California much of the fruit is picked and packed by boys and girls and even young ladies and gentlemen who are home for their holidays. Many of them earn enough in this way to pay their college fees for the next year.

Count Zeppelin, whose airship has been sailing over the lakes and mountains of Switzerland, has had a king and queen and a princess. The kingdom of Wurtemberg which is a part of the German Empire lies close to Switzerland. A small part of the beautiful Lake Constance is situated within this kingdom. The king and queen and the princess are now on the banks of this lovely lake when Count Zeppelin's airship made its ascent. When the Count found that his airship was over the lake he read the names of a trip with him. His majesty was so delighted that he persuaded the queen to try a short flight and she was as much pleased as her husband. The name of this king is Wilhelm and the queen is Charlotte. How many children can find on their maps Lake Constance, and the kingdom of Wurtemberg?

Commander Peary is off again on his quest for the North Pole. This time his ship is called the Roosevelt and she is commanded by Commander Peary. The president of the United States came to bid Commander Peary good-bye and to wish him success. It will be many a day before the adventures of Commander Peary again see his wife and girl and boy after he has parted with them at Sydney, Nova Scotia. It does not seem as if there was much to be gained in traversing the miles of ice and snow or the sea of open water that lies between the highest latitude reached and the North Pole. Commander Peary has had much experience of Arctic travel and should find the pole if any one can. Nothing great was ever done by being satisfied to leave off before we have reached our end.

In the United States little is talked about except the Presidential election. The people are beside themselves with excitement and growl and yell and men shout and scream and cheer like a lot of school boys. At the Convention held in Denver, Colorado, Mr. Bryan was nominated as the Democratic candidate for president of the United States. From November till November each party will use every effort to get its candidate elected.

It is said now that the Mexican raid was little more than a riot of a number of men driven to desperation by hunger. It is hoped that it will be found possible to give the men employment.

In another part of the country the Mexican troops are fighting with the Indians who have taken refuge among the mountains.

Nearly 60,000 people have come to Canada this year than last. The news that there was war and suffering in Canada last winter kept many away. It is besides, becoming understood in England that such a lazy people are not wanted in this country. It is a good place for strong men who are ready to suffer hardship at first if they know that they will have an easy life will be greatly disappointed. There is promise of a splendid harvest and every day is making it more sure. An army of men will be needed on the prairie to harvest the grain. In August and September of every year thousands of young men from the eastern provinces come to help the prairie people out their grain. These are the industrious young fellows. Sometimes they take the money home to pay off their debts and sometimes they take the money home and come back to take up homesteads as they call the free farms which the government gives them. Many of the best settlers in Alberta and Saskatchewan first came out on the harvest excursions. It is a grand sight to see the miles of waving grain ripening in bright sunshine and fresh breezes.

Canadians have always been proud of the way the government has dealt with the Indians. Everything has been done to make their life as comfortable and happy as was possible. They have been given land and often supplied with food. Schools have been placed on the reservations and in some of them the children are taught trades and farming. In British Columbia the natives make their own living and do not often need support from the government. In some places, as in Victoria, the land set aside for a tribe is in or near the city. This is very bad for these people. They learn the evil ways of the white man among the white people and miss their free out-of-door life. It would be much better for them if, when a city is built near the Indian reserve, the tribe be sent to a distance from the city. But the Indians like many other people do not always know what is best for them. A few days ago a fault was found with the reserve at a distance from the city. But the Indians like many other people do not always know what is best for them. A few days ago a fault was found with the reserve at a distance from the city. But the Indians like many other people do not always know what is best for them.

When the team lined up against Cole on the following afternoon, everybody in the immense crowd behind the diamond knew that the man in King'sley's uniform was "the new chap from the mountains" who played yet, nor did anybody seem to care much whether he played well or not. It was a big day for the "new boy from the mountains," no matter if he should let slip past him every ball that came his way, and strike out every time he came to the bat. He had proved himself a hero, and a hero is bigger than a mere ball-player any day in the week—even if it be a Saturday at Prescott College.

As it turned out, this was exactly what happened. The Prescott College ball team and a fine thing for the college in general.

of them all must employ a great number of people and cost a large sum of money. So long as this money is honestly expended for the good of the Indians no one ought to complain. When their old hunting grounds are turned into fields of waving grain or form the sites of great cities the inhabitants of this beautiful land of Canada should find the Indians' homes as suitable to their needs as is possible.

Last week and this officers of the British navy are trying to show to England and to the world that their ships are able to defeat any force that can be brought against the coast of the country. In the North Sea and in the English Channel more than three hundred ships are taking part in mock warfare. It is said that the admiralty is trying to find out whether or not the fleet could destroy the German navy if it tried to attack it or to land on the shores of England. Though there will, of course, be no real fighting done the officers hope to find out just what the fleet can do. On the result of this will depend whether more new ships need to be built or not. We can scarcely hope that the mighty ships which are being built by every country in the world will be allowed to grow old. There will it is to be feared, be a terrible war some day before anything of the sort is tried by few loving people know anything of the horrors of war, but it is a great war among the nations and Canada can scarcely hope to escape taking sides with the mother country.

Most boys remember the story of how Lord Nelson, before the battle of Copenhagen when Admiral Vincent gave the signal which would have prevented a battle, put his telescope to his blind eye and declared he did not see the signal. Victory justified his disobedience to his superior officer.

Some years ago during naval manoeuvres in the Mediterranean an officer in obedience to orders deliberately ran into another ship and sank her and many of her crew.

This question as to whether or not a commander is bound to obey the orders of an admiral who knows they would cause disaster is likely to be decided in England before long. It is said that a few days ago Admiral Boscawen gave a signal that would have brought the cruisers Argyll and Cape of Good Hope into collision. Sir Percy Scott, who the story is told by, knew there must be some mistake and refused to obey it. Lord Boscawen afterwards signalled to him that he was quite right in disobeying the signal when he knew it would lead to the loss of one or both ships. Sir Charles Boscawen and Sir Percy Scott have been bad friends for some months, but if this is true they are likely to end their quarrel. Lord Boscawen has fallen out with his superior officer Sir John Fisher, first lord of the admiralty. The English newspapers say that there should not be a quarrel between the officers of the navy upon whom the safety of the country depends. This would seem to be reasonable. Brave men should unite in the service of their country however they may feel towards one another.

There is scarcely any part of the world about which people know so little as South America. Most children learn in the lower grades the names of the countries and the map is an easy one to draw, but about its people we know very little.

The despatches last week tell us that there is a rebellion in the little country of Paraguay lying between Brazil and the Argentine Republic and that the rebels were successful.

It is many years since there was fighting in Paraguay. Even for the nineteenth century it was a terrible war with Brazil, Argentina and Uruguay. It is a good place for strong men who are ready to suffer hardship at first if they know that they will have an easy life will be greatly disappointed. There is promise of a splendid harvest and every day is making it more sure. An army of men will be needed on the prairie to harvest the grain. In August and September of every year thousands of young men from the eastern provinces come to help the prairie people out their grain. These are the industrious young fellows. Sometimes they take the money home to pay off their debts and sometimes they take the money home and come back to take up homesteads as they call the free farms which the government gives them. Many of the best settlers in Alberta and Saskatchewan first came out on the harvest excursions. It is a grand sight to see the miles of waving grain ripening in bright sunshine and fresh breezes.

It is interesting to learn that Paraguay was discovered by Sebastian Cabot, one of the discoverers of Canada. It was, however, first settled by the Spaniards who came from Peru. The natives were brave and gave their cruel conquerors much trouble. After a time the Jesuit missionaries came among them and gradually they became civilized.

The government of the country was given into the hands of these priests, but in 1763 they were expelled and the colony was once more ruled by Spanish governors. Since that there have been many changes of government ending with the terrible war already spoken of.

The country is very fertile producing maize, rice, coffee, indigo, tobacco, sugar-cane and cotton and plant called mate or Paraguay Tea which is much used and is very valuable.

It is to be hoped these brave people will have a settled government now and that they will prosper in the country for which their fathers suffered so much.

## WHY DRAYTON WAS SAFE

(Continued From Last Week)

When the team lined up against Cole on the following afternoon, everybody in the immense crowd behind the diamond knew that the man in King'sley's uniform was "the new chap from the mountains" who played yet, nor did anybody seem to care much whether he played well or not. It was a big day for the "new boy from the mountains," no matter if he should let slip past him every ball that came his way, and strike out every time he came to the bat. He had proved himself a hero, and a hero is bigger than a mere ball-player any day in the week—even if it be a Saturday at Prescott College.

As it turned out, this was exactly what happened. The Prescott College ball team and a fine thing for the college in general.

It began in the fourth inning, with the score tied and the adherents of each college standing on tiptoe watching Cole's crack base-runner trying to get in with the run that should place the visiting team ahead. This base-runner, whose name was Conner, had made a fine drive of the ball into deep centre field for two bases, and was now playing far off, in a desperate attempt to "steal" third. Twice the Prescott pitcher, who was watching the bases narrowly out of the corner of one eye, had whirled about with the ball and almost caught Conner napping by a swift throw to the base. There were two Cole men on the side. A good batter was up, and Conner might score if he could get a long start from second base before the ball should be hit.

The Prescott pitcher drew back his arm. Conner took a generous lead and started madly for third base the moment the ball was pitched. Drayton ran to the bag, the catcher caught the ball and whisked it down to third and into Drayton's hands like a shot.

Twenty feet from the bag Conner took the only chance left him to reach there safely. He dropped the ball down, gave a terrific plunge, and by the space of a hair slid under Drayton's hands as the latter whirled with the ball to touch him out.

The crowd broke into a roar of conflicting cheers and clamors for the umpire's decision. The noise was so great that nobody could hear what it was. Was Conner out or safe?

Drayton stood with the ball in his hand, looking at the umpire. Conner lay sprawled at full length on the ground, one hand clutching the bag. The umpire

denounced Drayton for the biggest dunce that had ever appeared on the Prescott diamond. They even insisted that his admission should receive no attention from the umpire—that it should pass as untechnical and out of order on the ground that the umpire had already decided the play before recall before Drayton had spoken.

But the umpire shook his head. He declared that the testimony of one of Prescott's own men was sufficient to change his decision, as it was obvious that the runner had reached the base safely if the opponent guarding the base said so. It might be untechnical, but his notion of the game was that both colleges wanted the play decided on its merits playing. Therefore he would reverse his decision. Glad to have been apprised of his error, and thankful that he had been spared the deplorable accident of giving the game to Prescott unjustly.

Nothing much could be said to this. What little was said Drayton himself uttered.

"I was told yesterday," he said to Saunders, "that nothing but a square game was allowed at Prescott. I warned you that I had played baseball before and knew the weaknesses of the game. There is only one way to play any game squarely. If a man is out by 'is out' and I don't want him called safe just because he is on my side; neither do I want an opponent called out if he isn't out. That might be a triumph of deception, but it wouldn't be a triumph of skill, rather than one of deception."

"Don't argue with him," advised Dayle. "There's no use talking from two different points of view on

from their bench and threw their caps into the air. Would he be able to make it! The ball was recovered and thrown toward the diamond just as Drayton tore round the third corner and started for the plate. Cole's second baseman caught and sent the ball whizzing across the diamond to the Cole catcher, who stood quivering to receive it and block the coming Drayton before he should reach the rubber plate.

Down came the runner, slap came the ball into the catcher's big glove. It was a great and true throw from the Cole second baseman, and it was a great and true slide which carried Drayton round behind his great sliding feet and brought him outstretched hand to the plate a quarter of an inch before the catcher could reach him with the ball!

If there had been a pandemonium of hoarse from the crowd before, there was a bedlam now. The umpire had been unable to see Drayton touch the plate owing to the cloud of dust raised by the slide, and was hesitating whether to call him out or safe. The crowd was shouting and waving their arms, and the umpire meant the game for Prescott. "Out" meant that the score was merely tied.

The crowd suddenly realized that the umpire was hesitating, and fell silent.

"The umpire looked Drayton full in the face. 'Did you touch the plate or not?' he asked sharply. 'I touched the plate,' came the reply, with extreme distinctness.

And then the crowd knew in a flash that the game was won. Drayton would be believed.

The decision followed as the Prescott contingent swept down with the cheers of victory thrilling across the field.

"You are safe," said the umpire to Drayton.

"On one of the Cole nine dissenters—'which fact,' said Saunders, at dinner that evening, 'goes to show that Drayton's scheme worked better than we would have done, after all. We should have had those Cole chaps squabbling over the decision for the next six months, whereas now they are satisfied and chummy.'"

"Most fellows are satisfied to be beaten fairly," said Drayton.

### FOR THE LITTLE TOTS

#### The Bear

The next morning the little cub bear awakened very early and as soon as he had rubbed his eyes he wondered if any of the animals would come that day. He soon heard something coming up the path, and the little cub bear rushed to the top of the den to see what it was, and he said, "I see a very strange animal coming up the path. It has the most beautiful fur I ever saw in my whole life, ever so much finer than bear's fur, and the animal looks color, and it has the funniest eyes I ever saw. It is a shovel, flat and broad." Just then the owl saw the animal and said, "Who-o? Who-o?" But the animal didn't answer at all. He kept on and he slipped with his broad, flat tail on the ground, slap, slap, slap, and he was gone. "I know what that is," said Mr. Beaver. "Ask him to come in."

Mr. Beaver came to the door, and the little cub bear said very politely, "Come in, Mr. Beaver." The bear came in and the little cub bear said, "We are going to try and build a house big enough for all the animals, so if they come to see us we will have a place for them to sleep. Can you help us?" And the beaver said, "I will be very glad because your brother was very good to me when we were in the circus."

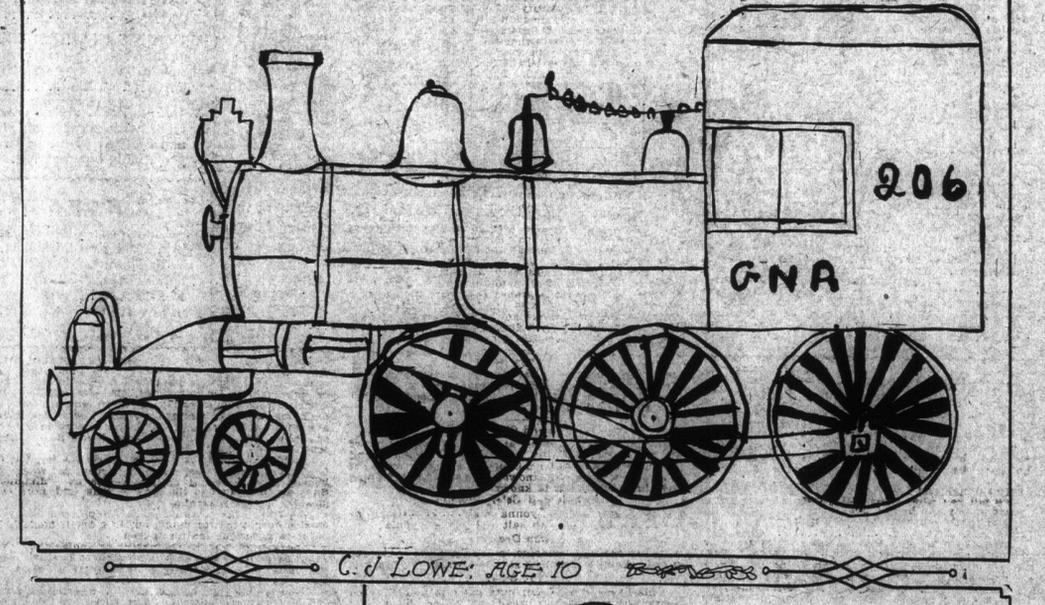
The little cub bear said, "What can you do?" And the beaver said, "I can build dams across streams so as to make beautiful lakes, such as they have in parks, and I can build a nice, round house in the lake to live in and large enough for a little cub bear. If he can only get inside without getting wet."

The little cub bear said, "That would be fine, because we could have a park for the animals to play in, and some of the animals would rather live in the water anyway, than live in the cave." So the beaver said, "All right, I will make you a dam and a beautiful lake." So they all went down to the stream and the beaver went up to a tree, and he commenced to bite the tree, and he bit and he bit, and the chips fell, and the first thing they knew the tree fell over.

Then he went to another tree, not a very large tree, only about so thick (three inches). Then he went to another tree, and he bit and he bit, and he bit, and the first thing they knew that tree fell over. So he kept on and on until he had cut down a great many trees, so that they fell into the water and across the stream, and he put in leaves and the water commenced to rise higher and higher, and the beaver kept piling in the big logs, and soon he had a high dam clear across the stream. The next morning when he looked, the water had filled up above the dam and made a beautiful lake. Soon the beaver went to work, and made a house out of mud. He used mud, big enough to live in himself, and big enough for little cub bear to get in, if he could only get in without getting wet. And the little cub bear said, "Thank you, very politely." And the beaver said, "I am very glad my brother was good to Mr. Beaver in the circus."

As soon as they had seen the dam built by the beaver, all of the animals began to work again as hard as they could work to make the cave larger, because it was too small for the animals that were already there, and the elephant could not get in at all.

The next morning the beaver and the owl and the monkey were sitting together, and the beaver said, "I am going down to live in that beautiful mud house that I made yesterday in the lake. The house has several rooms inside, and the door is under the water and comes up inside the house. No one can get in there. When I am swimming around in the lake or working on the dam, if I see any one coming I will jump into the water and hit the water with my slaps with my tail." And the monkey said, "Yes, I know how that sounds. That sounds like a gun." The owl said as soon as he saw any one coming he would say, "Who-o-o? Who-o-o?" So the beaver went down to the dam, and the owl and the monkey went out to see if he could find any of the animals, and the old owl flew up into the tree and sat on top of the tree and he said, "Curse H. Wilbur in May-St. Nicholas."



## WITH THE POETS

### Little Middle Daughter

As I'm so sympathetic,  
Dear mothers, heed, I pray,  
The little middle daughter's plea,  
Which I send forth today.  
So plump and round and dimpled,  
So swift your will to do,  
Please, when you buy the Christmas things,  
Just buy her one thing new.  
The little middle daughter,  
Just eight years old today,  
Her hair is bright as sunshine,  
Her look is sweet as May.  
So plump and round and dimpled,  
So plump and round and dimpled,  
The little middle daughter,  
For a shade is on her brow.  
"Please, would you like it, madam?"  
The little maiden cries  
And sometimes like a dewdrop  
Is trembling on her eyes.  
"To wear your sister's dresses,  
But down for fitting you,  
While Jessie, ten, and Kollie six,  
Have always something new?"  
"You see, when Jessie's gowns and caps  
Are fashioned for me,  
She's like a fairy queen,  
And Jessie's like another.  
And I'm the one between."  
"I wish you'd tell my mother,  
(Oh, not that I'm afraid,  
Except to hurt her feelings),  
That her little middle maid  
Would be the gladdest being  
If she might have from town,  
Just once, and all her own,  
A single whole new gown."  
—Harper's Young People.

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# BARGAINS IN THE WOMEN'S APPAREL SECTION TODAY

Today we are devoting extra attention to the different departments of Women's Apparel section on the second floor—We mention a lot of special items but wish to emphasize the fact that there are plenty of bargains not mentioned many of them being probably just what you want—A visit to the Big Store any day now, more than repays for the trouble taken, by the great savings it is possible to make on all purchases—  
Today is also Children's Day in the Footwear Department, thrifty mothers will know what that means in money saving

## Muslin and Pique Blouses at Bargain Prices

Blouses Worth \$1.75, \$2.00 and \$2.50, for \$1.00

These Blouses are made of muslins, lawns, mulls, organdies and the soft mercerized finish piques. The muslin styles are prettily trimmed with laces, embroideries and insertions and cover a wide range of handsome patterns. The pique blouses are nearly all of the tailored styles. We have selected a special assortment for today and the best blouses that we have offered this season at this price will be found in this assortment. Regular values \$1.75, \$2.00 and \$2.50, today..... **\$1.00**



**SUMMER BLOUSES**  
Reg. \$2.90, \$3.50  
and \$4, Today  
**\$1.50**



**LINGERIE BLOUSES**  
Reg. \$4.75, \$6  
and \$7.50 for  
**\$2.50**



The largest assortment is to be found at this price, which comprises muslins of all kinds, including lawns, mulls, spotted muslin, organdies, etc., and the piques and vestings in soft light weights, nice, mercerized finish. The muslins are made up in both the dressy and plain tailored styles, and the piques and vestings in tailored styles with stiff collars, some embroidered. You will indeed be hard to suit if you cannot find a blouse to please you in this selection of \$2.90, \$3.50 and \$4.00 qualities today..... **\$1.50**

Our very finest and daintiest styles are included in this lot, some of the very handsomest patterns and styles that we have shown this season are offered at this price. Nearly all are of the lingerie style, those dainty, dressy blouses that appeal to all women. Also a few of the severely plain tailored effects now so popular. When you see these waists you will agree with us when we say that in most cases the price would not pay for the trimmings. Regular to \$7.50, today..... **\$2.50**

## Women's Underskirts Reduced

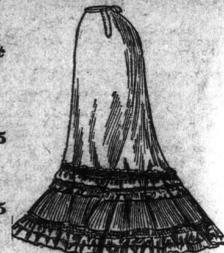
Great Savings for today on Women's Sateen and Moire Underskirts. At these prices the skirts are extra value, as they are made of the best quality cloths and are good, full cuts, nothing narrow or skimpy about them.

**WOMEN'S BLACK SATEEN UNDERSKIRTS**, made with deep accordion pleated flounce. Regular \$1.25. Today..... **75¢**

**WOMEN'S UNDERSKIRTS**, in good quality black sateen, made with deep flounce finished with clusters of tucks and strapping. Regular \$1.50. Today, price..... **\$1.15**

**WOMEN'S UNDERSKIRTS**, in heavy quality black sateen, with deep flounce, finished with two small ruffles. Regular \$1.75. Today..... **\$1.35**

**WOMEN'S MOIRE UNDERSKIRTS**, made with accordion pleated flounce and finished with small ruffles. Colors grey, pink, blue and red. Regular \$2.50. Today..... **\$1.90**



## Today's Menu at Our Tearooms

**Luncheon**—Cold Roast Turkey, Cold Roast Chicken, Cold York Ham, Cold Ox Tongue, Sandwiches, Sardines, Salads, Relishes and Preserves, Eggs in any style, Fresh Fruit and Fresh Vegetables.

**Afternoon Tea**—Tea, Coffee, Milk, Cocoa, Cocoa and Whipped Cream, Toast, Buns, Bread and Butter, Rolls, Home Made Cake, Biscuits.

**DELICIOUS ICE CREAM**

## Women's Silk and Net Blouses at Money-Saving Prices

Another Extra Special Offering of Waists for today. These waists are made up in both silk and net. The silk waists are in a good quality of taffeta and other silks, nearly all are of the strictly tailored style that is so deservedly popular, the colors shown are brown, navy and black. Most of the waists have full length sleeves. The net styles are in white and cream plain and fancy net, and are pretty examples of the dressy style of waist. Regular prices \$5.50 and \$6.00. Today..... **\$3.00**

## Corset Oddments at Great Price Concessions

A few odd lines in Royal Worcester Corsets and other makes. Extra good qualities, but only small and large sizes in the lot. Corsets that sell regularly at \$1.00 and \$3.00, on sale today at **\$1.00**

Some clearing lines of Corset Oddments, also a line of Tape Girdles, in different colors and sizes. The corsets are in large sizes only. Regular prices \$1.00 and \$1.25. Today..... **50¢**

## Today is Children's Day in the Footwear Department

For today we offer Special Bargains in Children's Footwear, as the following items will attest—

**INFANTS' BOOTS AND SLIPPERS**, sizes 3 to 7. Regular \$1.00, \$1.35 and \$1.50. Today..... **75¢**

**MISSIE'S FINE DONGOLA KID BLUCHER BOOTS**, patent tips, sewn soles, sizes 11 to 2. Regular \$2.00. Today..... **\$1.00**

**CHILDREN'S BOX CALF AND KID BOOTS**, sizes 8 to 10 1-2. Regular \$1.50 and \$1.75. Today, price..... **\$1.00**

**BOYS' AND YOUTHS' STRONG SCHOOL BOOTS**, sizes 11 to 5. Regular \$1.75 and \$2.00. Today, price..... **\$1.25**

## A Bargain in Women's Raincoats Today

Regular \$10.00 to \$12.50 Coats, Today at \$5.75

Just the thing for a windy or dusty day, and being waterproof makes them doubly useful. They are light enough in weight not to be a burden on the warmest days and still protect the garments and the wearer from the dust nuisance. The coats are made of heptonette, full length. Colors fawn and grey, loose and semi-fitting back, single or double-breasted, with outside pockets, double turned seams stitched with silk. Regular \$10.00 to \$12.50. Today..... **\$5.75**

## Women's Washing Skirts Reduced

Regular \$5.00 Linen Skirts, Today \$2.90

There is still plenty of time to wear this style of garment, they will be needed for a long time yet. Without doubt the most useful garment made. Women's Linen Wash Skirts, in white, made with fifteen gores and turned pleat at each seam, finished with two bias folds around bottom. Regular \$5.00. Today..... **\$2.90**

## Millinery Dept. Specials

**WOMEN'S UNTRIMMED HATS**, a big variety of styles and shapes in every conceivable and wanted color. Also a few Outing Hats and plainly trimmed styles. Regular \$2.00 to \$3.00. Today..... **50¢**

**CHILDREN'S SAILOR HATS**, in different shades, just the proper styles for children. Regular 75¢ to \$1.25. Today **25¢**

**INFANTS' MUSLIN BONNETS**, muslin headware suitable for small children. Values to \$1.25. Today..... **50¢**

## Women's Cotton Wrappers at Reductions

**WOMEN'S COTTON WRAPPERS**, made of good quality print, in light and dark shades, finished with flounce. Regular price \$1.25. Today..... **75¢**

**WOMEN'S COTTON WRAPPERS**, in light and dark colors, braided trim, giving yoke effect, finished with deep flounce. Regular \$1.50. Today..... **90¢**

## Condensed Version of Other Bargains

**MEN'S NAVY AND BLACK SUITS**, also tweeds. Regular price \$12.50 to \$13.50. Special at..... **\$8.75**

**MEN'S NAVY AND BLACK SUITS**, also tweeds. Regular prices \$15.00 to \$18.00. Special at..... **\$11.75**

**MEN'S NAVY AND BLACK SUITS**, also tweeds. Regular prices \$20.00 to \$25.00. Special at..... **\$15.75**

**EMBROIDERIES AND INSERTIONS**. Regular prices 10¢ to 20¢. Special at..... **5¢**

**EMBROIDERIES AND INSERTIONS**. Regular prices 25¢ to 35¢. Special at..... **10¢**

**EMBROIDERIES AND INSERTIONS**. Regular prices 35¢ to 50¢. Special at..... **25¢**

**MEN'S SHIRTS**, in cambrics and percales. Regular prices \$1.00 and \$1.25. Special at..... **75¢**

**WOMEN'S UNDERVESTS**. Regular 20¢ and 25¢. Special at..... **10¢**

**WOMEN'S UNDERVESTS**. Regular 75¢ and \$1.00. Special at..... **50¢**

**WOMEN'S COMBINATIONS**. Regular \$1.25. Special at..... **50¢**

**WOMEN'S UNDERVESTS**. Regular 15¢. Special at..... **5¢**

## Whitewear Bargains for Today

Today offers extra inducements in the Whitewear Section. All the tables will be loaded down with values. We have collected all the odd lines and slightly mused garments, and have made the most substantial reductions that will insure a speedy clearance. All who visit our Whitewear Section today will be amply repaid by the values they can secure. We mention a few lines here, but you will have to see the values to appreciate them.



### Corset Covers

**CORSET COVERS** that sell regularly from 40¢ to 50¢, today..... **25¢**

**CORSET COVERS** that sell regularly from 65¢ to 75¢, today..... **35¢**

**CORSET COVERS** that sell regularly from 90¢ to \$1.10, today..... **50¢**

**CORSET COVERS** that sell regularly from \$1.25 to \$1.50, today..... **75¢**

### Night Dresses

**NIGHT DRESSES** that sell regularly from \$1.75 to \$2.25, today..... **\$1.25**

**NIGHT DRESSES** that sell regularly from \$3.00 to \$3.50, today..... **\$1.90**

**NIGHT DRESSES** that sell regularly from \$3.75 to \$4.50, today..... **\$2.35**

**NIGHT DRESSES** that sell regularly from \$5.50 to \$6.50, today..... **\$2.90**

### Drawers

**DRAWERS** that sell regularly from 75¢ to 90¢, today..... **50¢**

**DRAWERS** that sell regularly from \$1.00 to \$1.25, today..... **65¢**

**DRAWERS** that sell regularly from \$1.50 to \$1.75, today..... **90¢**

**DRAWERS** that sell regularly from \$2.00 to \$2.25, today..... **\$1.15**

### White Underskirts

**UNDERSKIRTS** that sell regularly from \$3.90 to \$4.75, today..... **\$2.50**

**UNDERSKIRTS** that sell regularly from \$5.75 to \$6.75, today..... **\$3.90**

**UNDERSKIRTS** that sell regularly from \$7.00 to \$8.00, today..... **\$4.75**

## Decided Reductions on Women's Underwear

25¢ for Undervests Worth 40¢

**WOMEN'S UNDERVESTS**, in fine cotton or lisle, low and high neck, long and short sleeves, also sleeveless. Regular prices 35¢ and 40¢. July Sale Price..... **25¢**

50¢ for Undervests Worth 75¢

**WOMEN'S UNDERVESTS**, Swiss make, in cream color only, Silk and lisle mixture, in a beautifully fine, soft quality, prettily trimmed with crochet trimming. Regular 75¢. July Sale Price..... **50¢**

25¢ for Drawers Worth 40¢

**WOMEN'S DRAWERS**, fine ribbed cotton, tight at knee, either open or closed. Regular price 40¢. July Sale Price..... **25¢**

25¢ for Corset Covers Worth 40¢

**CORSET COVERS**, fine ribbed cotton, long sleeves and sleeveless. Regular price 40¢. July Sale Price..... **25¢**

50¢ for Combinations Worth \$1.25

**WOMEN'S COMBINATIONS**, in fine lisle thread, low and high neck, long and short sleeves and sleeveless, finished with light and heavy linen lace. Regular price \$1.25. July Sale Price..... **50¢**

## Lace Department Specials

25¢ Oriental Lace 100

**ORIENTAL LACES**, different shades and widths. Regular price 25¢. Extra Special today..... **10¢**

35¢ Oriental Lace for 15¢

**ORIENTAL LACES**, wider widths, good designs. Regular 35¢. Extra Special today..... **15¢**

50¢ Oriental Lace for 25¢

**ORIENTAL LACES**, still wider widths, different shades. Regular 50¢. Extra Special today..... **25¢**

\$1.00 Oriental Lace for 50¢

**ORIENTAL LACES**, widest widths, handsome patterns. Regular price \$1.00. Extra Special today..... **50¢**

Delicious Confections at Our Candy Department

# DAVID SPENCER, LTD.

Choicest Chocolates at Our Candy Department

Nelson Obligated to Capacity of Planning

DEVELOPMENTS

Output of the Mill Shows Large Past Week

Nelson, B.C., July 18  
power plant at Bonnington west of Nelson, on the of 1,500 horse power city with light and power industries, will be over on Tuesday next the city are growing second unit has been and a by-law will be month. The plant's doubled by this time. After years of ill Chance mine, near Sa Siocan's principal sily be again operated.

W. H. Stimson, of I gerstaff Wilson, of Pratt, of Sandown and Nelson, forming the King Co., which was day and authorized operations.

The Kootenay De pany has taken a lease King mine and the It is erecting a pole the property, and will means the levels of feet. This will mean of over 100 men on Christmas.

Hon. R. F. Green a the coast this evening Wm. Downie, forme Intendant, a-w statie lantic coast, reached R. W. Hamilton, w now bids for the pe will join Rossell and ver, on Sept. 1.

Nelson adopts m midnight, one hour sment. Both C.P.R. a future will be in 7 business, and will w adopt city time.

The remains of Jo of the three, re-ov on May 24, have and buried.

The shipments of c ferent districts for the -Boundary, week, 38,9 68,887; Rossland, v 15,199; East of week, 1783; year, 52 tal, week, 48,773 ton tons.

Isaac Campbell Winnipeg, July 18- K.C., the best known in western Canada; v fered almost any pos of the Laurier govern benedict on August 1

OSMAN PASHA

"Young Turkey" Mo Assassination of C Down By Ar

Salonika, European General Osman Pash the Turkish forces a assisted in the bat tr today by an offic the "Young Turkey" general sent out a day that an amnesty to all Turkish offic promised in the reser orders in Macedonia.

ARRANGED

Careful Preparations York Man Before Suicide

New York, July 1 complete arrangement funeral and writing apology to the coroner he was about to cas O. Michaelowsky, w of bushes in Central blew out his brains corner in his not; able longer to endu which had accompani ful illness. Invest that Michaelowsky, an undertaker yester arrangements for h selected a casket, h set aside, specified carriages he desired funeral and directe cremated. Then upo containing the estim by the undertake wrote his name and the undertaker pres Mrs. Michaelowsky. The widow approved day, and the arran carried out to the

Okanagan's Fru Vancouver, July the Ford, M.L.A., has d down from the upp will visit Victoria.

ports that the small Okanagan valley the the biggest crop ev that there is every l production of peach also prove phenom that grows who prairie provinces a profits. Mr. Shatfor a large portion of plum crop will be cover, in view of afforded by last year

Farmer Killed by Chatham, Ont, Ju Kinross, a farm, injuries received in th from a horse.