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A Journal of News and Literature for Rural Homes.

New Series Vol. II., No. 2.] MARCH-APRIL, 1898. [Whole Series, Vol. XVI., No. 2.



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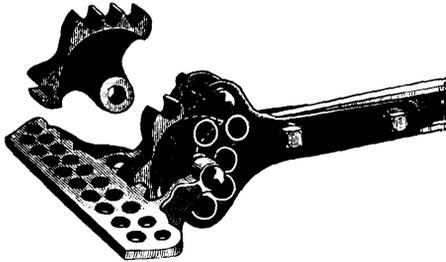


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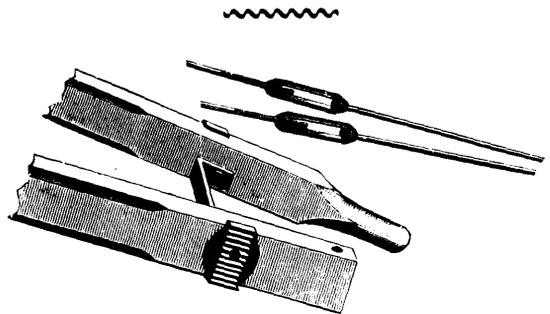


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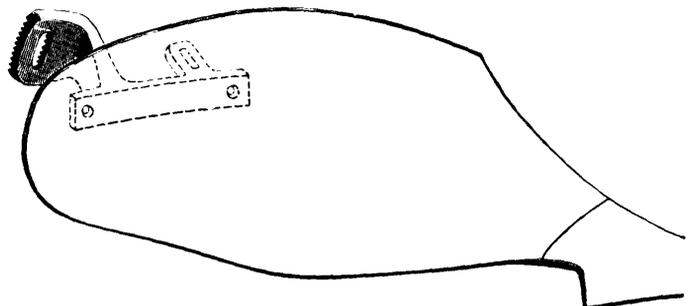


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3. -T-A-R-N-E: A noted river in Canada.
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5. -U-O-S-L-O-Q-I-S: Native Indian races.
6. N-W-O-U-N-L-N-: A Canadian Island.
7. -O- -O-: A Canadian City.
8. F-R-E-S-D-O-A-E: A popular Canadian publication.
9. -U-B-R: A Canadian export.
10. P-C-O: A Canadian town.
11. -A-O-S-C: A Canadian summer resort,
12. E-A-G-L-N-: A noted poem, the scene of which is laid in Canada.
13. -A-U-A- -A-: A valuable time saver.
14. L-A-I-R: A prominent Canadian statesman.
15. - -A-A-A-A - - -: Visited by all tourists to Canada.
16. L-R-A-E-D-E: Commander-in-Chief of Canadian forces.
17. - -E-H-A-E-: Found in most Canadian cities.
18. - man - makes - - himself - - eaten - -: An old proverb.

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Mr. J. W. Westervelt, Principal of the Forest City Business College, London, Ont., has kindly consented to act as Judge in deciding which list of answers are neatest and best written. Lists will be submitted to him without the names of the competitors.

ANSWERING THE PUZZLE.

Put letters in place of dashes; Thus, the first word is "Canada," which is made by supplying the dropped letters "C N D," the others are worked in the same way.

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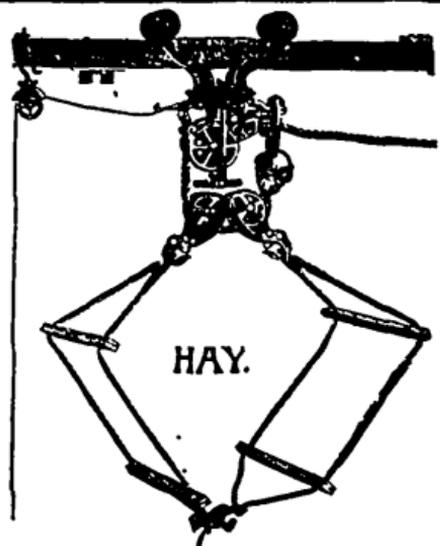
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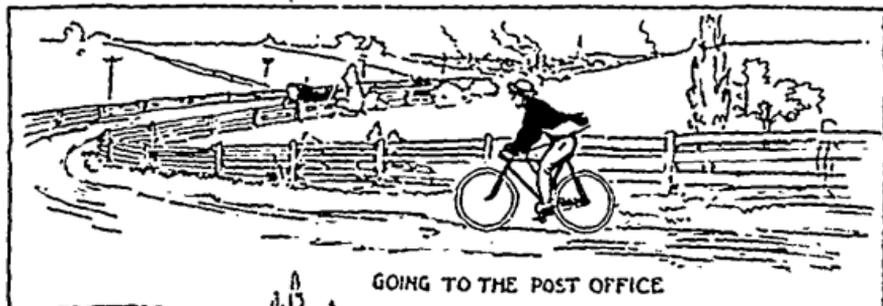
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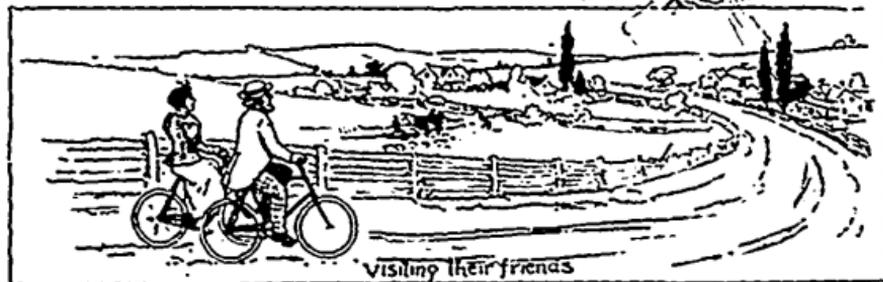
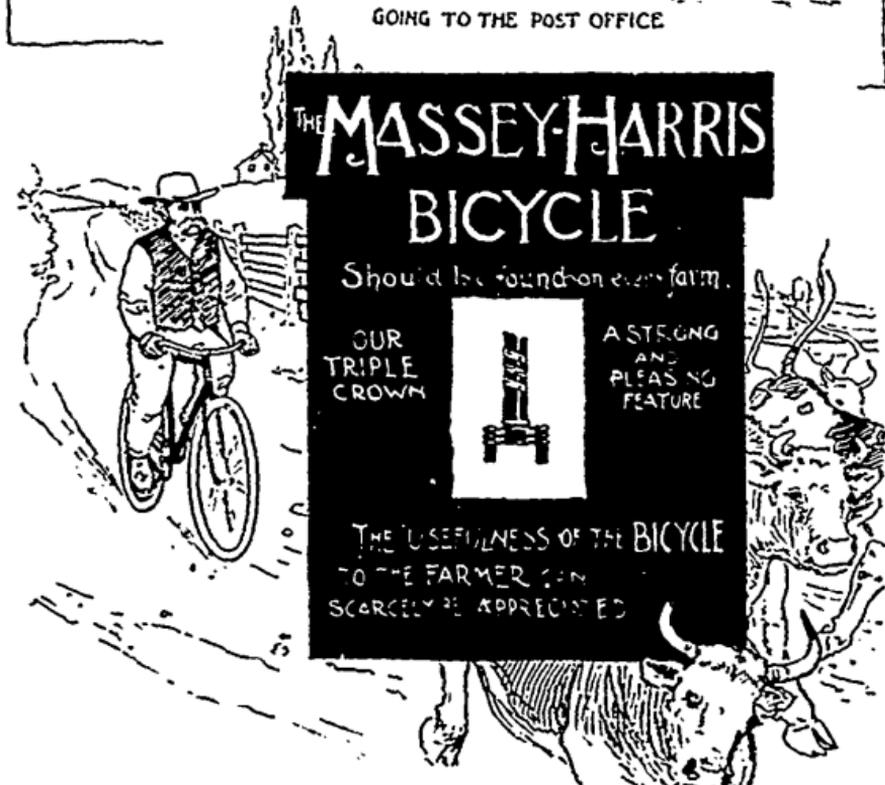
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Massey-Harris Illustrated

A Journal of News and Literature for Rural Homes.

New Series Vol. II., No. 2.] MARCH-APRIL, 1898. [Whole Series, Vol. XVI., No. 2



NO more startling and awe-inspiring event has occurred for some years in the time of peace than the mysterious annihilation of the United

States warship *Maine* in Havana harbor, on Feb. 15th, whereby practically all the ship's company, except the officers, nearly 300 souls in all, met an untimely death. Our first illustration, reproduced from *Harper's Weekly*, depicts the *Maine* at the moment of the explosion. The terrible catastrophe cast a gloom



HARPER'S WEEKLY.

U. S. BATTLESHIP MAINE AT THE MOMENT OF THE EXPLOSION.

States warship *Maine* in Havana harbor, on Feb. 15th, whereby practically all the ship's company, except the officers, nearly 300 souls in all, met an un-

timely death. Our first illustration, reproduced from *Harper's Weekly*, depicts the *Maine* at the moment of the explosion. The terrible catastrophe cast a gloom over every quarter of the United States, and excited the deepest sympathy in all parts of the world. The fatality seemed at one time to be fraught with even more

disastrous results than the loss of so many brave lives. The mischief-making politician and his arch priest, the conscienceless, sensation-producing journalist, both of whom attain their fullest growth in the United States, strove to rouse public belief in the incredible story that the destruction of the *Maine* was a dastardly attempt on the part of the Spanish officers and government to pay off the grudge they owe the United States.

This was jingoism run mad in very

modity; is not to be parted with even for the gratification of a desire for vengeance, or for the attainment of any advantage.

In our next illustration we see the ill-fated vessel's commander at work in his cabin. The reproduction on page 35 shows the *Maine* in all her glory, saluting the Spanish flag-ship on arriving in the harbor of Havana.

"The Queen and the Benin heroes" represents a recent scene at Osborne, Isle



CAPT. CHAS. D. SIGBEE, IN HIS CABIN ON THE UNITED STATES BATTLESHIP *MAINE*.

HARPER'S WEEKLY.

deed. Spain may have her faults, and be painfully behind the times according to Western conceptions, but among the "old-fashioned ideas" of the "worn out countries" of the old world is one which could with advantage be accorded a more generous allotment of space in the moral make-up of the American politicians and journalists of the strip so much in evidence; that old-fashioned idea is, that personal honor is not a marketable com-

modity. When Her Majesty inspected the crew of the *St. George*, many of whom took part in the capture of Benin, Her Majesty received them in the Durbar Room. There were also present Princess Beatrice, Princess Louise of Battenberg, Princess Alice of Battenberg and Princess Victoria of Schleswig-Holstein. Standing beside the Queen was Admiral Sir Michael Culme Seymour, Commander-in-Chief at Portsmouth. The first officer

to enter was Admiral Sir Frederick Bedford, and to him the Queen put several questions about the Benin and other expeditions in which the *St. George* had taken part. The officers entered singly, and, having bowed to the Queen, left. Then the door opened, and a string of bluejackets entered. One by one they passed Her Majesty, saluting as they did so. Her Majesty showed special interest in those who had been wounded. An A. B., named Dyo, who had been badly wounded in the forehead, was addressed by the Queen, who asked him if he were quite well again. After the bluejackets came the marines in white helmets. In all 269 officers and men passed before Her Majesty.



THE MAINE SALUTING THE SPANISH FLAG SHIP IN THE HARBOR OF HAVANA.

The wreck of the passenger boat, *Channel Queen*, in the English Channel, will be fresh in the memory of many of our readers. Writing of the wreck, the special artist of the *Graphics* says: "Some of the passengers were able to take refuge on the bridge, but the majority of those on board had to cling to the nearest rail as best they could, many only to be washed away by the big waves which broke continually over them. So the survivors waited on till daybreak came, and with it the rescuers from the shore. The story of the rescue I obtained from Bewey and Adolph Gaudion themselves, the two fishermen from the neighboring village of L'Islet, who so pluckily brought

it about. Bewey said that he launched the boat with Gaudion immediately the news that a steamer was on the rocks became known. They pulled to the middle portion of the wreck, for it was there that the clinging crew and passengers could mostly be seen. They approached as near to them as they dared, for the suction around the wreck was so great that Gaudion had to pull his hardest to keep the boat out of it throughout the three hours in which they were at work. While his companion was struggling to keep the boat out of danger, Bewey himself kept casting the rope to the eager crowd on the steamer—about thirty yards away from him—then, as soon as one of them had been securely tied to the end of the line and dropped into the sea, Bewey hauled him swiftly through the gap which lay between them, and lifted him on board. The boat itself would only hold two or three extra people at a time, and when this modest limit was reached they were transferred to other boats which were then being rowed about at a safer distance. In this way everybody was eventually rescued, but with one particularly sad exception—a baby was torn by the stormy surf from its mother's arms whilst being pulled through the sea to safety. The last to leave the *Channel Queen*, it should be added, were the mate and the captain."

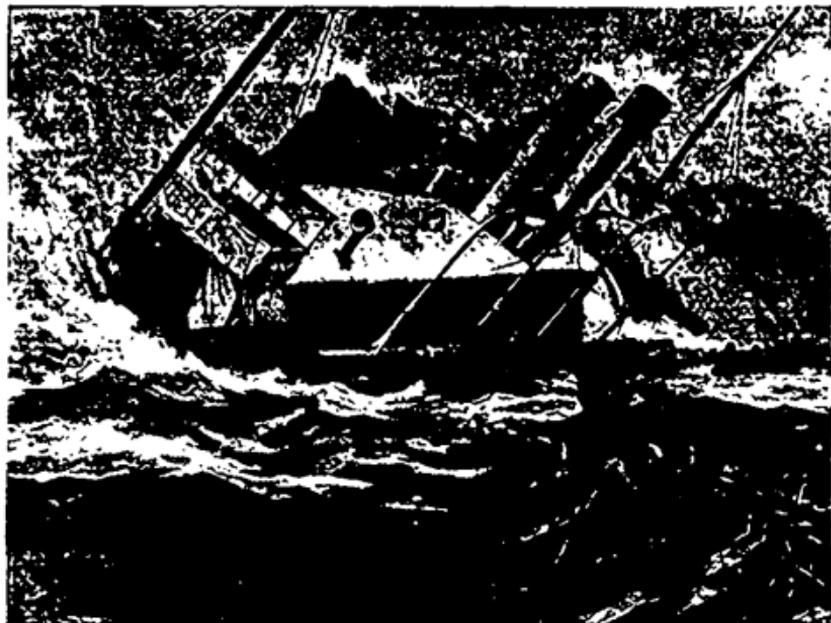
Provided that the long-threatened bolt of war does not fall on Europe in the meantime, the End-of-the-Century Exposition, to be held in 1900 at Paris, will, undoubtedly, surpass anything of the kind that has ever taken place, including the memorable World's Fair at Chicago. The expense of the Exposition will be \$20,700,000. The estimated cost for construction is fourteen and a half million dollars, and for advertising, entertaining, and preliminary management, etc., four million, leaving a liberal margin of \$2,000,000 for contingencies. Our illustration on page 37 gives us a bird's eye view of the proposed Exhibition.

Our next illustration presents to us a rather quaint scene. In it are the reproductions of several snap shots of market women in Munich, Bavaria. These

HARPER'S WEEKLY.



THE QUEEN AND THE HEROES.



THE WRECK OF THE BRITISH BOAT, THE CHANNEL QUEEN.

market women deal in all kinds of provisions, fruits, vegetables, etc. Some of them have an extensive and varied stock, while others deal in but one or two articles. These pictures would indicate that they are solid members of society, with little of that frail and delicate appearance sometimes associated with femininity. It is likely, too, that they are as varied

in their personal characteristics as those found on this side of the water. They are, probably, as expert in dickering and making the most out of a customer as their American sisters. Judging from the pictures shown, we should be justified in thinking none of these market women very young. Their appearance indicates that age is creeping on. In



BIRD'S EYE VIEW FROM THE MAIN ENTRANCE OF THE EXPOSITION OF 1900.

New York and Montreal, and other large cities on the American continent, many of the keepers of these stands are young women. Here, too, these women buy their wares of the wholesalers. Those pictured sell mostly their own products, brought in from their farms, gardens and poultry yards. This method brings the producer and consumer closer together

Our last illustration presents to us a view of Windsor Castle, that stately old pile which constitutes the finest state residence of English monarchs. Fortunate indeed does the colonial or American visitor to England consider himself to be, if, before he leaves the old land, he secures an opportunity to wander through some of the chambers of this historic



MARKET WOMEN IN BAVARIA.

than with us, and should insure the latter getting fresher, more satisfactory products. The artist who took the snap shots says that often a woman and a dog will be seen drawing in a cart laden with produce, while the man walks alongside, bossing the job, probably. After the market is reached, the dog helps guard the goods, and after the products are sold the dog draws home the empty cart. What becomes of the man, he didn't say; possibly, he rides home in the cart.

edifice. It is not at Windsor, however, that the visitor "with influence" should seek to obtain an interview with the Queen. There formality reigns. At Osborne, Isle of Wight and Balmoral, Scotland, this is not so. One who was fortunate enough to obtain an audience with Her Majesty recently, thus relates her experience:

"My business was personal, and when I arrived at Osborne the Queen was at lunch, and so, in the next room, separated

from the dining-room by folding doors, I was served with refreshments. I am not in the habit of lunching from silver plate, nor having two men to wait upon me, but I enjoyed the exquisite little meal spread before me, and was especially struck by the beauty of the glass on the table, so thin and so finely engraved, and by the thoughtfulness that had been shown in providing three kinds of mineral waters, as well as wine for me to drink at my choice.

Luncheon over, I was taken through the corridor, a long, narrow room decorated in French gray and filled with beautiful statuary, delightful cabinets, charming lacquer work and glorious flowers. I waited awhile in the grey drawing room, and immediately began to examine the Queen's water-colors, with which it is hung, and understood then how very talented is Her Majesty in this delightful art, and of what really high merit are her works. Presently Prince Arthur came in, and I had a chat with him, and then I heard a whispered discussion between three of the ladies-in-waiting, as to who should accompany the Queen on her drive.

Tea was then served, and I had a good look at the lovely Sevres china and gold-mounted service from which Her Majesty was to take her cup of tea ere she went for her drive. A moment or two later the Queen was announced, and her private secretary presented me, and I was in the presence of my much-loved sovereign, who was good enough to say she was glad to see me.

It is far easier being with the Queen at Osborne than at Windsor. She is much more approachable, and there is but little state; but she herself is always gracious, always kindly and most generous in her tender thought for others. Princess Beatrice was with the Queen when I was at Osborne, and behind was her Indian servant; the Princess suggested that I might like to see some of the rooms, and I was shown the great Indian room, richly decorated in Sikh work, at which the native workmen were busily engaged. The house is homely and charming, neither grand nor stately. The pictures it contains are many of them the work of the Queen, the Royal Family, and Lord Ronald Gower. The statuary is a feature of the house; the cabinets, lacquer work and bronzes are very good; but the



WINDSOR CASTLE FROM THE HOME PARK.

house is not a palace, but a home; not a show place, but comfortable, and nothing impressed me more than the sight of needlework, toys, etc., left lying about in this most homely and comfortable of the residences of the beloved sovereign, whose heart is in the keeping of her affectionate people."

SIR DEREK NORWOOD'S DISCOVERY.

"JACK will be here at five o'clock to-day," announced Mrs. Brooks, looking up with a beaming smile on her pleasant face.

The news was received with a chorus of delighted exclamations by the party assembled round the breakfast-table.

"How nice," cried Dorothy, the eldest daughter. "We shall have Jack all to ourselves for a whole fortnight before our first shooting party arrives."

"Hurrah!" shouted Tom, a young gentleman just home from his first term at school. "Jack's a real stunner."

"And it will be someone to amuse Derek, too," said Mrs. Brooks. "I am sure you will soon be great friends," she added, turning to the young man at her side.

"Thank you, my dear aunt," he replied; "but I assure you I do not in the least want anyone to amuse me. I only feel quite sorry that our delightful little party is going to be invaded by a stranger—a stranger to me, at least—for you forget that I have been so long abroad that I do not know your friends now."

"It is very nice of you to say you like being here alone with us, my dear boy," answered his aunt, affectionately; "and it is just like old times, having you back again. I forgot you did not know Jack. Be quiet, Tom, I can't hear myself speak if you make that noise! Let me see, what was I going to say? Oh! did you meet old Lady Verner when you were in town? She was a Frenchwoman, you know, and Lord Verner was a cousin of my husband."

"My dear aunt becomes more delightfully inconsequent every day," murmured her nephew to himself. Aloud he said: "I believe I was introduced to her one day—but you know I only arrived in time for a fortnight at the far end of the season, and ring that time I went to such a succession of parties, and met so many people, that I really have not a very clear recollection of any of them."

"We all know that Sir Derek Norwood, the great explorer, was quite the lion of the season," exclaimed his pretty cousin Mary, teasingly.

"That is too bad of you, Mary," said Sir Derek, reproachfully; "especially when you consider that I have been your devoted slave ever since you were as high as this table."

Mrs. Brooks rose and gathered up her letters.

"What are you all going to do to-day?" and she nodded at her two elder daughters. "We shall have to go to this party—the Ingram's; but if we hurry away, we shall just get to the station in time to meet Jack."

"I think I will go out fishing and take my luncheon in my pocket; it is just the very day for it," remarked Sir Derek, as he sauntered to the window and stood looking out. He was a tall, good-looking man, with a naturally fair complexion tanned to deepest brown by constant exposure to a tropical sun. Just now, however, there was a decidedly gloomy expression in his kindly grey eyes, and he shrugged his shoulders impatiently as he glanced over the sunny garden.

"What a fool I am," he muttered to himself, "to feel annoyed about such a trifle; but it really has been jolly, being here alone, after all my wanderings, and now to have some young cub of a boy to spoil it all; and I can imagine how insufferable he will be after a week of the spoiling which my aunt and cousins seem inclined to bestow upon him." Then he smiled at his own thoughts. "Why, anyone would imagine I was jealous; and now to the fishes and to forget Master Jack."

That afternoon, as Mrs. Brooks and her daughters were standing at the hall-door ready to start for their party, Sir Derek came striding by, fishing-rod in hand.

"Have you had good sport, Derek?" asked his aunt. "You are back earlier than I expected."

"The sun has come out too bright for fishing," answered Sir Derek; "so I think, if I may, I will take the dog-cart and drive to the station to see if they have this week's *Spectator* at the book-stall yet with my article in it."

"Of course, you can take the dog-cart, or anything you like," replied Mrs. Brooks, and Sir Derek passed on to the stable-yard.

"Is Brown Bess in?" he inquired, when he had summoned a groom.

"Yes, sir," the man answered, doubtfully, "but she has not been out for some days, and I'm sure she'll be awful fresh."

"Oh, all right; put her in the luggage-cart, she won't do much damage if she does kick a bit in that," said Sir Derek. Then he drew out a pipe, and leant against the stable wall, smoking and dreaming in the sunlight.

He was roused by a shrill voice close beside him.

"Mother says you are to meet Jack at the station at half-past three, please; she has just had a telegram," said Tom, who, having delivered his message, was off again like a shot, but Bab, his small sister, lingered.

"How cross you do look, and surly; you are never going to meet Jack in those dirty old clothes," she said, surveying Sir Derek's shabby old fishing suit and muddy boots with great disfavor.

"Certainly I am," he replied, stiffly. "Now, run away, I am going to start."

But Bab did not move.

"Tom and me are going to have a blackberry picnic this afternoon," she announced. "Will you come?—Jack's sure to."

At this, Sir Derek's irritation quite got the better of him.

"Get out of the way, Bab," he said, crossly, as he scrambled into the cart. "You won't see me at your picnic if you have that young cub there," and he drove off out of the yard, leaving his little cousin gazing after him in horrified amazement.

For the first few miles Brown Bess occupied all his attention, but after a series of shies and bolts she settled down into a steady trot, and Sir Derek was able to turn his thoughts to his own affairs. Not that they were altogether satisfactory food for contemplation, for as he remembered the picturesque but tumble-down old house in Derbyshire, which was the only place he could call home, he told himself despondently that, even if he could restore it, he could never afford to live there. Then his thoughts wandered to a beautiful, girlish figure, whom he had last seen in a London ball-room. But what was the use of his thinking of Lady Jacqueline Verner?—rich and beautiful, and who, on the few occasions they had met, had treated him with more marked coldness than she showed to most men. He wondered if his cousins knew Lady Jacqueline. Probably they did, as his aunt had said that old Lady Verner was a connection; but he decided they were so entirely unlike they were not likely to be intimate. He would not mention to his aunt that he knew Lady Jacqueline, for, although he might say to himself that she was proud and cold, he could not bear to hear his own thoughts put into words by others.

His meditations were interrupted by a wild plunge from Brown Bess, and he awoke to the fact that he was close to the station, out of which the train he had come to meet was just steaming.

As he drew up at the entrance, his eyes fell upon a young lady, who stood looking round expectantly.

"Oh, Sir Derek!" she exclaimed, as she caught sight of him. "Have you come to meet me? I was sure there would be a carriage here, and there are no cabs to be had."

"I never dreamt of the pleasure of meeting you," replied Sir Derek. "I came to meet some one else, but he has not turned up." Looking round the empty station, "so do let me drive you."

"Who did you come to meet?" inquired the young lady, a faint gleam of amusement in her eyes.

Sir Derek glanced at her in surprise.

"Some tiresome visitor who is coming to stay with the Brooks," he replied, indifferently. "Jack was the only name they told me."

While he was speaking the amusement had spread from the girl's eyes till it rippled all over her face, and when he ceased she gave way to helpless merriment.

"Do forgive me," she gasped, when she recovered sufficiently for speech. "but it really is too funny, because I am that tiresome Jack."

Sir Derek gazed at her in horrified astonishment, while he grew scarlet through his tan.

"I—I beg your pardon," he stammered. "I can't think how I could make such an idiotic mistake. My aunt did begin asking me if I knew Lady Verner, but I never connected her remark with the visitor she was talking about. I made up my mind that Jack was a boy, and it never occurred to me to doubt it."

"It was a very natural mistake," replied Lady Jacqueline. "My name is so long and so very French that the Brooks shortened it into good English 'Jack' long ago. They are connections of mine, you know. And now, don't you think you had better drive me home?"

"I only wish I had understood it was you I was going to fetch," said Sir Derek, glancing apologetically at his conveyance.

"Don't tell me that you would have brought another carriage," said Lady Jacqueline, as she scrambled up beside him. "I love a drive with Brown Bess, and I so seldom get a chance of one. They seem to have an idea that we are not to be trusted together."

"But where is your luggage?" inquired her companion.

Lady Jacqueline laughed gaily.

"I have not got any; it is coming this evening with my maid—I said so in my telegram. To tell the truth," she added, confidentially, "my grandmother and I had an argument this morning—she disapproves of me and my ways, as heartily as I do of the French name she bestowed upon me. So I came off by an early train, leaving my maid and belongings to follow later. I am afraid I have ar-

rived sooner than I was wanted, though."

"Tom and Bab do not think so," answered Sir Derek. "At the present moment they are anxiously awaiting your arrival at a blackberry picnic."

Then he drove on in silence, telling himself that he would never again believe in his own judgment of character. How could he have thought this girl cold and proud? He did not deceive himself by imagining that the change in her was wrought by pleasure at seeing him. He saw clearly enough that it was simply delight at the prospect of spending a fortnight in a congenial atmosphere.

She looked different, too. He had never before seen her except in evening dress or at Hurlingham. Now, in her smart white duck and sailor hat, he thought her lovelier than ever. But with this reflection came the consciousness that he wished his own clothes were a degree less dirty. If only he had taken Bab's advice!

"Sir Derek," said a soft voice at his side, "you were looking so content smoking a pipe when you drove up. Won't you have another? I assure you, reflectively, that it is a perfect pleasure to meet a man who is not always well dressed and smoking those endless cigarettes—in the country, I mean. Do tell me, are you at all nervous?"

"Not in the least," he replied, promptly.

"Then do let me drive Brown Bess," exclaimed Lady Jacqueline. "I promise to let you pull her up if she runs away."

The change of seats effected, Lady Jacqueline devoted all her attention to the management of Brown Bess, and bestowed no more notice on her companion. As they neared the Lodge they were met by Tom and Bab.

"Here you are, Jack," shouted the former. "Be quick and jump down. We've made the fire, and the kettle is nearly boiling."

Lady Jacqueline drew up and handed the reins to Sir Derek.

"Cousin Derek says he won't come," announced Bab, advancing close to the cart, and speaking loud and clearly; "cos, he says, you are a young cub, Jack!"

There was an awful silence, then Lady Jacqueline stole a glance at the luckless victim of Bab's candour.

Poor Sir Derek! he was covered with confusion; but, when their eyes met, his mouth quivered. Then they both burst into irrepressible laughter.

Is there anything in this world, I wonder, which so soon creates a feeling of intimacy as a hearty laugh? By the time these two had recovered from their merriment they knew themselves to be friends.

"Bab," said Sir Derek, decidedly, "I have changed my mind. I shall take Brown Bess to the stables, and then come to your picnic. Will you invite me?"

"Yes," said Lady Jacqueline, gaily. "Bab will, so will that cub Jack!"

The fortnight was over—a fortnight to Sir Derek, at least, of intense, unreasoning enjoyment of the present, with scarcely a thought of the future.

The last morning of Lady Jacqueline's visit had come. Sir Derek, strolling out to the terrace, paper in hand, and seeing her talking to his two elder cousins, drew near, and dropped on to a bench close by.

The girls took no notice of his approach.

"It is horrid," Dorothy was saying. "Your grandmother really might have let you stay here longer. Derek is going off, too, but you will both be back here for our second shooting party, won't you, Jack?"

"I hope so," replied Lady Jacqueline; "that is to say, if my grandmother does not find 'The Towers' too attractive."

"Is not that stout young man, whom I met with you in town, the owner of 'The Towers'?" inquired Mary. "I suppose he is very rich?"

"Enormously," answered Dorothy.

"Well, my grandmother would not agree with you," said Lady Jacqueline, indifferently. "She thinks him charming."

"And you—" Dorothy was beginning, eagerly, when she was interrupted by her mother.

"Jack, dear," she said, "I find that we shall not be able to go with you to the station ourselves, so which carriage would you like?"

Jacqueline glanced round. "I would like to go with Brown Bess, if Sir Derek would be so kind as to drive me," she replied, catching sight of him.

Sir Derek came forward and expressed his willingness, although in reality he would have welcomed any excuse not to do so. The mention of the rich owner of "The Towers" had been a great blow to him, and now he told himself he had been living in a fool's paradise, and that this was the awakening.

But if Lady Jacqueline perceived any change in his manner she took no notice, and, during the drive to the station labored hard to make conversation with her silent companion.

Suddenly Sir Derek recollected a remark she had made to him on the occasion of their other drive together.

"Does the owner of 'The Towers' always dress well and smoke cigarettes?" he asked, abruptly.

"You want to know too much," she

replied, and Sir Derek relapsed into silence.

Arrived at the station, he saw Lady Jacqueline into an empty carriage, and, having assured himself that her maid and luggage were safely disposed of in another part of the train, he turned to bid her good-bye.

"But we shall meet again here, next month," she said.

Sir Derek shook his head. "I am not sure if I shall come;" then, seeing the look of undisguised disappointment on

her face, he threw all his wise resolutions to the winds—"Unless you will say that you want me to," he added, desperately.

She did not answer at once, and the train began to move out of the station.

"Lady Jacqueline" cried Sir Derek, imploringly, as he followed it down the platform.

Then she leant out of the window, her eyes shining: "Not Lady Jacqueline," she murmured, softly, "but Jack."

—*Woman's Life.*



PHOTO BY J. WILSON.

OTTAWA CAMERA CLUB.

EVANGELINE.

HOW she seeketh the wool and the flax and worketh with gladness;
 How she layeth her hand to the spindle and holdeth the distaff;
 How she is not afraid of the snow for herself or her household,
 Knowing her household are clothed with the scarlet cloth of her weaving.
 —*Lonyfellow.*

On & Around the Farm.

General Notes.

Total Canadian Cattle Exports the past year were 119,188 head, of which 12,171 were United States' shipped through in bond, these figures showing an increase of 18,828 compared with 1896. The exports two years ago were 94,582; in 1890 as high as 123,136; in 1885, 61,917; and in 1880, 41,730.

Tent Caterpillar Eggs.—During mild winter days, time cannot be put to better purpose than to examine the small branches of apple trees for eggs of the tent caterpillar. They will be found in glossy, dense, hoop-shaped clusters, girdling the top twigs. As each cluster contains several hundred eggs, it is easily seen how much damage may be prevented with little trouble. With a pair



FOUR-YEAR-OLD PERCHERON STALLION, MAJOR.

The Shipping Business of Montreal during the season of 1897 has undoubtedly been one of the most prosperous in the history of the port, according to an exhaustive compilation on the export trade just published by the *Gazette* of that city. Large gains are noted in grain exports compared with 1896. Total clearances of wheat nearly 10,000,000 bushels; corn 16; oats 5 millions, and cheese 2,100,000 boxes. Exports of flour, meats and fruit show a decrease.

of pruning shears fastened to a stiff pole, a sharp-eyed man can clean a good-sized orchard in a comparatively short time. Of course, the clippings should not be left on the ground, but picked up and burned.

•••
Large or Small Potato Seed.—The yield from small potatoes planted whole has been found greater than from cuttings of large potatoes, but the percentage of

marketable tubers is less from the whole seed. This is the conclusion from many tests upon a variety of soils.

Our illustration on the opposite page represents one of the most prominent young stallions of the Percheron breed on the continent of America—the dapple-gray four-year-old Major, a son of the great sire and prize winner, Louis 6837, that has been for years at the head of the high class stud maintained at Elkhorn, Wis., by Mr. H. A. Briggs. As a three-year-old, Major headed his class at the Minnesota, Wisconsin and Illinois State Fairs, and last fall he stood well to the front among the aged stallions. He is a well-modeled, smoothly-turned horse of the nicest quality, and a lot of action.

The Farmers' Humble Ally.—It is estimated that a single toad destroys in a year insects which, if they had lived, might have damaged crops to the extent of about \$20. The practice of collecting and colonizing toads in gardens is thought to be commendable.

Getting rid of Wild Oats.—This plant, after it once becomes well established, is somewhat difficult to get rid of. It is, however, an annual, and if prevented from seeding for a few years and measures adopted to induce the germination of seeds that are already in the ground, it will soon disappear. Possibly the best method is of seeding the land to field oats in spring, then, as soon as the crop of grain has been removed, plow to a depth of three or four inches.

Just as soon as the wild oats have well started, go over the ground with some shallow-going instrument, such as a small toothed cultivator. This will kill the plants already growing and bring to the surface seeds that have not already sprouted. These will germinate, and before the plants are old enough to mature seed they will be killed by frost. In autumn seed the land to winter grain, if this can be grown, and after harvest the following season, plow the ground and give the same treatment as recommended for the oat fields. Two years' treatment of this kind, if carefully performed, will kill almost any annual.

General Purpose Cow not Wanted.—A prominent United States Professor of Agriculture recently delivered himself of some observations upon the costliness of the general purpose cow, which are no

less applicable to the farmer on this side of the boundary, which, whatever difference it may be accountable for in the political tastes of man, does not disturb in the slightest degree the physical condition of the beast: "At the agricultural college we have cows that produce butter at a food cost of 6c. per lb., others where the cost is 10c., and even 20c. Upon the cost of producing butter fat hinges the problem of dairying. The general purpose cow has to be fed with more care and discrimination than the specialized dairy cow, as the latter is trained to milk production and the former has inherited tendencies to beef with which we have to contend."

The Report of the Superintendent of the Farmers' Institute of the Province of Ontario for 1896-7, recently to hand, is as voluminous as ever, and is replete with



A NEW BREED. BUFF LACED WYANDOTTES.

interesting information, the mental output of many of the best farmers and other practical students of agriculture in all its phases in the country. It is impossible, in the limited space at our disposal, to even skim all the many good things the report contains, but there is a contribution in the Forestry Department, by Mr. W. T. Macoun, Foreman of Forestry at the Central Experiment Farm, Ottawa, to which we think the attention of every farmer should be drawn. The question of re-timbering is an all-important one. After briefly sketching the timber devastation of early days, and protesting against the havoc that has been wrought, Mr. Macoun says:

"In order to have a forest which shall year by year yield a regular supply of fuel or timber, the following measures should be adopted:

1st. Keep cattle and other live stock out of the forest. The careless farmer,

when pasturo is scarce, during the summer months, allows his cows to wander at will through his woods. The result is that thousands of young seedlings, which must be preserved if the forest is to be perpetuated, are destroyed.

2nd. Use the dead and fallen trees for fuel until the supply is exhausted.

3rd. When cutting trees for cordwood or timber, select the partly dead, the largest and the oldest. Each of these when removed will permit light to reach several smaller trees which have been hitherto overshadowed.

4th. When felling trees, exercise the greatest care to prevent others from being crushed.

5th. Never let the cuttings be so severe that the openings made in the leafy covering overhead will not be closed by the growth of the trees remaining within three or four years. The reason for this is, that trees require a very large amount of water to make satisfactory growth, and unless there is a leafy covering overhead, the best conditions for preserving moisture will not be maintained, as the sun's rays striking the soil will hasten evaporation; the wind will sweep in and help to dry up the ground; the grass and weeds, getting more light, will soon make vigorous growth and transpire large quantities of water; sod will be formed about the trees, and when the rain falls, it will not soak in as readily as in dense woods where the loose and decayed leaves allow it a ready entrance into the soil. The result is that the trees do not make the growth they should, and the whole forest suffers.

"Let every farmer use forethought and judgment in all matters connected with his woods. It will well repay him, and his forest will be an heirloom to his descendants of ever increasing value."

There is a vast amount of most interesting and instructive information following this, and we would heartily recommend our friends to provide themselves with a complete copy of Mr. Macom's article.

Use Broad Tires on the Farm.

The following timely article is reproduced from the *American Agriculturist*:—"The bulk of the hauling done by the farmer is on the farm, in moving feed from the fields and carting manure from barns, etc. The actual tonnage hauled to market is insignificant in comparison with that hauled about on the farm, in as much as in many instances a large proportion of the products of the average farm is sent to market in the form of live stock or its products. Consequently the best form of tire is the one which is most satisfactory for use about the fields. The

Missouri Experiment Station (Bulletin 33, H. J. Waters) made a series of tests to determine the most desirable width of tire for the farm wagon. These were made with the ordinary narrow-tired



CLAY ROAD, DRY ON TOP,
SPOONY UNDERNEATH.

wheels and with six-inch tires, on macadam streets, gravel and dirt roads in every condition, on meadows, pasture, stubble and

plowed fields, both wet and dry.

"It is clearly shown by these experiments that in many instances where the narrow tire is very injurious to the road or field, the broad tire proves positively beneficial when the same load is hauled. When it is considered, therefore, that the average draft of the broad tire is materially less than the narrow tire, and that the injury done to the roads and farms by the narrow tire can be almost wholly corrected by the use of the wide tires, there remains no longer any good reason for the use of the narrow-tired wagons.

"The broad tires pulled materially lighter on the macadam street and the gravel roads.

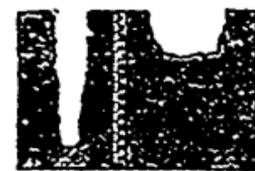
Also on dirt roads in all conditions except when soft or sloppy on the surface, overlaid by hard roadbed,



CORN LAND JUST DRY
ENOUGH TO FLOW.

and when the mud was very deep and sticky. In both of these conditions the narrow tires pulled considerably lighter. It should be borne in mind, however, that the roads are in these conditions for a comparatively short period of time, and this at seasons when their use has naturally been reduced to the minimum. The tests on meadows, pastures, stubble land, corn land and plowed ground in every condition, from dry, hard and firm to very wet and soft, show, without a single exception, a large saving in draft by the use of the broad tires.

"These experiments further indicate

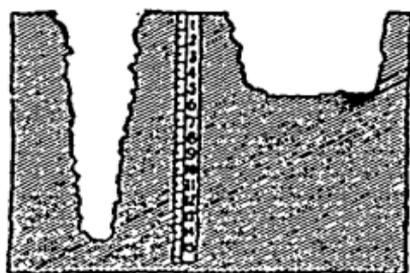


SOFT TIMOTHY SOD.

that six inches is the best width of tire for the farm and road wagon, and that both axles should be the same length so that the front and rear wheels shall run in the

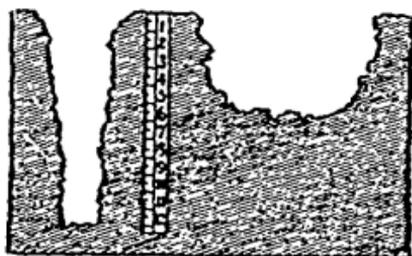
same track, thus reducing the draft.

"The accompanying illustrations



CLAY ROAD, SOFT.

show the effect of the wide and narrow tires upon roads and fields of different character. The depression on the right of each shows the depth in inches of rut caused by the wide tire, while that on the left represents the depth of rut caused by narrow tire on same field."



SOFT STUBBLE LAND.

Advantageous to Know.

Measuring Uneven Wood Piles.

It is often desired to measure a tier of wood that is irregularly piled up. Select a portion of the tier that has the top gradually sloping. Measure the height at each end of the slope, add together and divide by two. This will give the



average height of the portion taken. Multiply this height by its length and then by the breadth, and you have the cubic contents. Now take another section and proceed as before. In the cut we measure the height at *a* and *c*. The half of these two heights will give the

average height. Next take the section from *c* to *d*. This maintains an even height, so the length, breadth and thickness can be multiplied together. In the slope from *d* to *e*, proceed as in the first slope. Add the cubic contents of the three sections together and divide by 128. This will give the number of cords. Tiers vary in their regularity, but the principle here illustrated can be used with any of them.

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For Clean Milking.

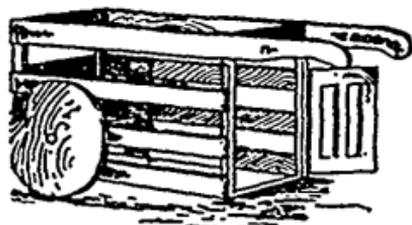
Dirt and hairs will come off from the cows' sides and udders when one is milking, even when the animals are kept in clean quarters. Straining will not keep the milk pure once such impurities have been in it. Keep them out altogether. One way to help is shown in the cut. A cotton cloth is fitted to go about the cow as suggested, the teats only being exposed. It is but a moment's work to tie the blanket on. Take to the door and shake it before putting it on cow Number two.



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Crates for Moving Swine, Sheep or Calves.

It is often desirable to move a small animal from one building to another, or from one pasturo enclosure to another. Leading or driving a calf, sheep or pig is attended with difficulties. They will go in company with others, but decidedly



object to going alone. The cut shows a crate on wheels, with handles permitting it to be used as a wheelbarrow. Into this the small animal can be driven, the door closed and the crate wheeled away. It will also be found a very useful contrivance in bringing in calves that have been dropped by their dams in the pasture.

...AT THE...

Editor's Desk

IF any of the facetious gentlemen who have been wont to make cutting remarks about our climate, and refer to Canada as the "ice foundry of the Empire," have happened to strike Australia of late, they will have experienced the direst agonies of remorse and will have longed to bask in the smiles of "Our Lady of the Snows." The newspapers to hand from Australia tell of a condition of things there, compared with which a blizzard is enjoyable. For days at a time the thermometer ranged from 101 to 115 in the shade; grass and other vegetation was burned as if touched by a bush fire. Instances of prostration and death were numerous, while even the birds of the air were unable to breathe the heat-laden atmosphere and fell dead by the hundred. We may be prejudiced, but—we prefer Canada.

THE whirligig of time brings about many things strange and unexpected—for instance, who, one year ago, would have believed it possible for an audience of New Yorkers or Chicagoans to cheer "God save the Queen" as vigorously as they had a minute previously cheered their own national air? Yet this remarkable event actually occurred a few days ago. May we not dare to hope that this sudden change of feeling towards England which found its first expression in the vociferous cheers of an opera house audience, may spread throughout the country, reaching even the havens of jingoism, and, transforming the latter into patriotism of the truest kind, present to the threatening foes of England and America the grand spectacle of the whole Anglo-Saxon race united, not for defiance, but for the defence of liberty and commerce.

The leading journals of the United States have not failed to grasp the significance of the incident we have referred to, and have almost without an exception sought to promote the good feeling to-

ward England thus spontaneously and unexpectedly evinced by their countrymen. The most notable exception is a Chicago journal, which belittles the assistance England would prove to the Republic, and asks, as an evidence of England's good faith in seeking friendly relations with the States, that she yield up to the latter—Canada! Thanks; but even were England capable of the base act the Chicago journal calmly suggests, we in Canada would have insuperable objections to being made the price of allaying Cousin Jonathan's childish suspicions.

It is an ill wind that blows nobody any good, and the rate-cutting contest, which for several weeks has deprived the managers of the Grand Trunk and Canadian Pacific railways of much of their customary peace of mind, has proved a source of joy to hundreds who have been enabled to travel long distances to visit old homes and old friends, who, but for the cheapened cost of travel, must have remained unvisited for years.

THE Yukon Railway Bill passed its third reading in the House of Commons on the 16th inst. What fate is in store for it in the Senate remains to be seen. Without entering into the merits or demerits of the Bill in detail, or expressing any opinion upon the extent to which the interests of the country, as against those of the contractors, were safeguarded by the Minister of the Interior, we do not hesitate to say that it is of paramount importance that a Bill, if not this one then some other, be passed, providing for the opening of an all-Canadian route to the Klondike, with as little delay as possible.

In the Klondike Canada has its opportunity; literally its golden opportunity. We do not mean that the benefits to come will be local, confined to the Yukon district; but according to the success or failure of our efforts to overcome the obstacles in the way of making that region accessible to the thousands preparing to seek there a fortune, will our prestige abroad be raised or lowered. Notwithstanding the immense advan-

tages of our country as a field for emigration, we have been overshadowed by our neighbors, and in no way can we more convincingly demonstrate to the people of the Old World that, in spite of our comparatively small numbers, we are as resourceful, progressive and capable as the Yankees, than by providing safe and speedy travel to, and maintaining law and order in, the gold fields, which, whilst the most valuable ever discovered, are also the most difficult and dangerous of approach. By a statesmanly and progressive policy in regard thereto, we can retain the attention of the Old World which we have already attracted, and for every thousand who enter the Klondike we ought to secure ten thousand for the fertile acres which lie this side of the Rockies.

THE prompt measures taken by the Dominion Government to prevent the introduction into Canada of the insect pest known as the San Jose scale, are to be highly commended. "An ounce of prevention is worth a ton of cure," is a principle that cannot be too strongly insisted upon in regard to preserving our fruit, our trees, or our live stock from destructive parasites; and it is a hopeful sign for Canada that when a case of genuine emergency arises our representatives subjugate all desire to make party capital and act solely with an eye to the country's interests. This was exemplified in the middle of the month, when the bill prohibiting the importation of nursery stock from countries infested by the San Jose scale passed the necessary three readings at one sitting, practically without a word of opposition. True, two members, both of the same party as the Government, did enter their protest against the measure being "hurried through."

One of the two found ground for complaint because the bill seemed to do violence to his cherished principles of free trade; the other was moved to protest by his sympathy for those nursery stock dealers in other countries, notably those in the neighborhood of Rochester, N. Y., who, not anticipating such action by the Dominion Government, had made preparation for heavy shipments to

Canada. We should imagine that even the most ardent free trader would draw the line at insect pests and others of that ilk; and as for sympathy with those in other countries who would be adversely affected by our legislation, well—sympathy is a very commendable thing, but, like charity, it should commence at home; and while a few journals of the Chicago Tribune stamp, and the jingos generally, may profess to see in the act of our Parliament merely a thinly veiled desire to stab the United States exporters—to repay that country a little of its own coin—we give the majority of the people of the Republic credit for being sufficiently reasonable to see that the course the Canadian Government took was the only one compatible with prudence and common sense.

THE Aberdeen (Scotland) *Free Press* of Jan. 31st, contains some "special correspondence" relating to the agricultural possibilities of Canada. The voluminous character of the despatches prevents their reproduction in our pages; suffice it to say they present a very strong case for Canada, and contain a vast quantity of authenticated statistics relating to our different crops and shipments of livestock. Reliable information of this kind, and plenty of it, disseminated through channels which cannot be suspected of partiality, is all Canada requires. We who wield the pen on this side of the water might go on presenting the same old story of Canada's exceptional advantages year in and year out, but we should never carry conviction to the masses of the Old Country unless the journals there, true to their responsibility, undertake to transmit the information, and vouch for it, to their readers, who naturally accept the statements of the papers they have known and relied upon for years, but who suspect a little bit of "bunkum" if the same statements reach them only through a publication that comes from the land whose praises are sung in its pages.

REFERRING in our last issue to the remarks of the Imperial Chancellor of the Exchequer upon Canada's position in regard to the Royal Navy, we pointed

out how unsatisfactory it must be to all thoughtful Canadians that, while we receive the full benefit of the most powerful navy in the world, we contribute thereto practically nothing. As has been demonstrated by the great naval authority, Lord Charles Beresford, the most valuable assistance the colonies can give to England in case of a war is not of a financial character, but in providing men to fill the gaps that may occur in the royal navy. That Canada has in her lake-going sailors the nucleus of a splendid contingent of naval reserve men, has long been recognized by the Toronto Branch of the Navy League Marines. Schemes have been proposed at different times with a view to utilizing, for Imperial purposes, this desirable material. The following resolution, recently introduced by the hon. secretary of the League, Lieutenant H. J. Wickham (R.N.), deals with the matter in a very practical manner.

"Resolved, that whereas the sailors and fishermen of the Dominion of Canada form excellent material from which to recruit men for the Royal Naval Reserve;

"And whereas, under the Imperial law as it now stands, Canadian seamen and others are debarred from enrolment in the Royal Naval Reserve unless carried on board vessels registered in the United Kingdom:—

"Therefore the Toronto branch of the Navy League are of opinion that it would make for the strength and unity of the Empire if the said law were amended so as to permit of the enrolment of seamen in the Royal Naval Reserve employed upon Canadian registered vessels or in the fishing industries of Canada.

"This branch of the Navy League is further of opinion that, for the purpose of enrolling and drilling Canadians for the Royal Naval Reserve, at least two sea-going cruisers of modern type of the Royal Navy should be permanently stationed, one on the Atlantic, and the other on the Pacific, coast of the Dominion.

"And this branch of the Navy League is further of the opinion that in consideration of an annual sum to be paid by the Dominion of Canada to the Home authorities, the aforesaid vessels should be available for the purpose of training and drilling a local Canadian naval force, to be raised under the provisions of the Colonial Naval Defence Act, 1865."

The resolution has created a good deal of comment, mostly of a favorable character. The unrest abroad, with the possibility of the British Empire being

called upon to defend itself against a combination of foes, has not failed to draw public attention and more active sympathy to the labors of our Navy League than they were previously accorded, either in Canada or in England.

The individual who first promulgated the libellous statement that the Senate was being bribed to secure favorable action in the Yukon Bill, hailed from another land, not far away, where such things are supposed to be anything but uncommon. In fact, the elasticity of senatorial convictions has gained for that country the distinction of having the most pliable second chamber (under certain conditions) in the world.

Our ambition does not lie in that direction. Our second chamber may be somewhat stiff in the joints, but it always has been, and is to-day, possessed of too much vitality in its moral fibre to ever be regarded as a purchasable commodity except by those who, having no love for Canada, seek to do her all the injury possible, by fair means or foul.

The redeeming feature of the proposal, now before the House, to use the provincial franchise for Dominion elections, is, that it will save the country over one hundred thousand dollars a year. On the other hand, there would be something incongruous in the members from Ontario being elected under one system of enfranchisement, and those from Quebec under another. It may be, and has been, argued, that it does not matter to Quebec or any other province how Ontario returns its members, so long as there are no more than the proper number from Ontario; and that Ontario cannot object to Quebec members being elected on the double vote system, where there is property qualification, so long as the Quebec contingent does not exceed its limit.

That is all very well from a provincial point of view, but at Ottawa all things should be done on a national basis. The aim of all new legislation should surely be to avoid giving any pretext for provincial jealousies, and to further the consolidation of national sentiment from coast to coast. This would hardly be done by opening different provincial

routes to the Dominion legislative chamber instead of all members travelling by the one national road.

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THERE is an intensely pathetic side to English politics just now. The strong head of the government and of the Conservative party, who has steered England and the Empire through so many troublesome waters, is physically a wreck—the price of his unwavering devotion to duty and of the courageous manner in which he has borne the brunt of diplomatic battles, more numerous and fraught with greater possibilities of danger than any which a single Minister of the Crown has ever before had to confront.

Ordered time and again by his physician to lighten the burden which was undermining his constitution, Lord Salisbury still continued his arduous labors, until at last the patriot statesman's strength has failed to meet the heavy demands of his office, and in the hour when her need is great England has to relinquish the active services of one of her most capable sons.

Deeply touching, too, has been what is practically the final farewell of Mr. Gladstone to the public whom he has served for over sixty years. Not in the historic pile at Westminster, surrounded by the legislators of Great Britain; not in one of his prepared and masterly orations; and not with any surroundings of pomp and formality did the Grand Old Man say to his countrymen that saddest word of all. Standing on the platform of the train which was to bear him to his home, and to which he had walked amidst cries of "God bless you, sir," the old statesman of nearly ninety years uncovered his head, and, turning to those who had gathered in the station he spoke with intense earnestness the few words: "God bless you; may God bless you all and the country you love." And the train that pulled out of the station a moment later bore to his home a man whom all Britons, regardless of party, honor for the purity of his long life and the magnitude of his attainments.

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A STRIKING illustration of the attention Canada is receiving abroad as a

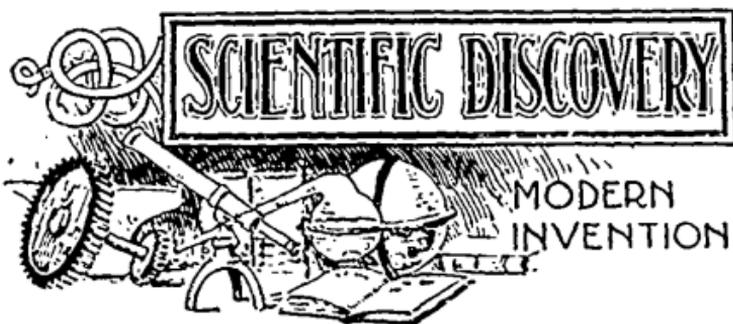
field for commercial endeavor has been afforded in an application recently made to the Toronto City Council by a French merchant for a space of 8,000 or 4,000 square feet at the next Toronto Exhibition. The manager of the Exhibition said that similar applications were being sent in by English manufacturers, and that these Old Country exhibits would occupy about three-fourths of the main building. This, of course, would be nothing extraordinary if the Exhibition were a special effort of a national character, and the only one of its kind in a period of several years. But the Exhibition at Toronto is an annual affair and purely domestic, except for the exhibits of some of the manufacturers in the adjoining country who have representatives in Canada. That such a wide-spread desire should exist among merchants and manufacturers abroad to make use of an annual domestic exhibition, proclaims not only recognition of the advantages of the Canadian market, but of Toronto's function as a sure means of coming in contact with the consumer.

BOOK NOTICES.

THIS is essentially a reading age, and the age in which "of the making of books there is no end," and, consequently, the popularity of that one time sadly maligned volume, the dictionary, grows apace. The reading man, we care not who he is, who has not a reliable and complete dictionary within his reach, is in the same position as a mariner at sea without a compass; but a poor dictionary, like a poor compass, is very likely to lead astray.

The difficulty has been to produce a thoroughly authoritative work at a price that would make its possession possible to the multitude. This difficulty has been overcome by the Funk & Wagnalls Co. of New York, a copy of whose Student's Dictionary has reached us. The "Student's Dictionary" is bound in cloth, and at \$2.50 is a marvel of cheapness. It is complete in every respect; its explanations in the departments of etymology and orthography being among the most lucid and comprehensive we have ever seen.

The work should certainly find a ready demand among those who wish to secure a standard work at an unusually moderate cost.



THE EAGLES AND THE TRANSMISSION LINE.

IN the press there recently appeared an article describing how two eagles which alighted on an electric transmission line in California caused their own demise and a short circuit on the line. The illustration herewith, taken from the *Journal of Electricity*, of San

lino, when suddenly one of the circuits developed a dead short circuit, with the almost instantaneous open-circuiting and grounding of the two legs of the circuit which were on the upper cross arm. This, of course, interrupted the service in Fresno, and the ground thus



REMAINS OF TWO EAGLES THAT PERCHED ON A CALIFORNIA TRANSMISSION LINE.

Francisco, shows what was left of the eagles after the accident. Our contemporary states that the generating plant of the San Joaquin Electric Company, of Fresno, Cal., was one day pumping 10,000 volts serenely into the transmission

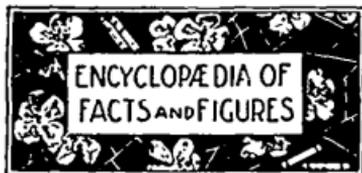
thrown on was so severe that it became impossible to burn it out. After a few minutes' delay, the service was resumed over the second transmission line, which had remained uninjured.

Linemen were sent out at once to ascer-

tain the cause of the trouble and repair the broken circuit, and, after having gone over nearly thirty miles of line, they reached a mountain top about five miles from the power-house, where the break was discovered. As to the cause of it, there were found the scant relics of two gray eagles, consisting merely of one skull and four feet and parts of legs. Two of the talons were clutched tightly to the line wires in literal realization of the grip of death, while the remaining two feet and parts of legs were free from the marks of roasting, or rather, from the burning to a crisp, that characterized the feet that clutched the wires. Not a vestige of the bodies or feathers of either bird, nor of the head of one of them, could be found; in fact, the only remains were those shown in the illustration. Another interesting specimen was found,

however, which shows the terrific heat of the electric arc. The soil along the pole line at the place indicated consists of pure granitic sand, which, wherever the wire touched the ground, had become melted into glass, and even a piece of quarts had been fused and run in together with the glass. This is well shown in the specimen presented in the illustration.

The circumstance of the accident suggests a theory for it, as evidently the two eagles alighted on different legs of the three-phase circuit within close proximity to each other; that they actually came into contact, and, in so doing, formed a short circuit, which not only incinerated the eagles, but threw the wires into short circuit and burned them off.



1898 *MARCH* 1898

SUN	MON	TUE	WED	THU	THU	SAT
1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	7th Day
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

1898 *APRIL* 1898

SUN	MON	TUE	WED	THU	THU	SAT
1st Day	2nd Day	3rd Day	4th Day	5th Day	6th Day	7th Day
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

A FULL grown man exhales seventeen ounces of carbonic acid gas every twenty four hours.

A NEW discovered spot on the sun, which is visible just now, is said to be 80,000 miles in diameter.

THERE are three varieties of the dog that never bark—the Australian dog, the Egyptian shepherd dog and the "lion-headed" dog of Thibet.

So rapid has been the change in the English language that the English of to-day bears no more resemblance to the English of 1,000 years ago than it does to German.

NEXT to our grape wine it is believed that Japanese sake, or rice wine, is the oldest alcoholic beverage known to man, its use in Japan dating back over 2,000 years.

RUSSIA has the most rapidly increasing population of any country in the world. The growth during the last 100 years has been a fraction less than 1,000,000 annually.

LIVE bees are sometimes shipped on ice so as to keep them dormant during the journey. This is particularly the case with bumble bees, which have been taken to New Zealand, where they are useful in fertilizing the red clover which has been introduced into the colony.

NEAR Boise City, Idaho, 400 feet below the earth's surface, there is a subterranean lake of hot water of 170° temperature. It has pressure enough to ascend to the top floor of most of the houses, and will be piped to them for heating purposes.

A TON of oil has been obtained from the tongue of a single whale.

IN Japan every child is taught to write with both hands.

WEN to the length of two and a quarter miles has been drawn from the body of a single spider.

A TRIP THROUGH THE GREAT MASSEY-HARRIS WORKS.



IN our January-February issue we intimated that it was our intention to present to our readers a series of photographic views of the great works in which the famous Massey-Harris Implements are manufactured, and we inserted in that number three large cuts of the Company's factories at Toronto and Brantford.

An exterior view of an industry like that of Massey-Harris Company, however, is as little indicative of the enormous amount of systematized effort daily put forth, and the intricate workings of the innumerable and costly pieces of machinery in motion, as a cursory glance at the surface of the ocean is of the myriads of its inhabitants.

We are going to ask our readers, therefore, to accompany us on a hasty tour through the Toronto Factory of the Company, and we will endeavor to show and explain to them the many ways employed to produce the perfected Massey-Harris Implements, with which they are so familiar.

It is a wonderful sight to pass through the different departments and watch the parts as they are being made ready to be

used in the erection and completion of the various machines.

The view on the second page of the cover is of an aisle in one of the Steel Storage Rooms, where hundreds of tons of High Grade Steels are piled up ready for use. The fact that 11,917,581 lbs. were used in making the goods to supply Massey-Harris agencies for the season of '97, conveys some idea of the quantity passing through the several departments each day.

The accompanying picture of a portion of the Lumber Yard will produce but an imperfect conception, at best, of the amount of lumber consumed by the Company. Massey-Harris Co., Limited, are among the largest buyers, and certainly are by far the largest consumers of hardwood lumber in Canada. Nearly seven million feet were used in the output of machines for the trade of 1897, the greater part of which was hard wood, though every season it takes several hundred thousand feet of soft wood to make the packing cases for the machines exported, which have to be carefully boxed.

The average value of the lumber generally carried in stock by the Company is nearly a quarter of a million dollars' worth. When one considers the enormous amount of money which is circulated by this one concern alone among the mill men of Western and Northern Canada, and the large number of persons that find employment, directly and indirectly, in these mills, some idea of the importance of this industry to Canada can be conceived.

It is a novel sight to most people to go out into the Grey Iron Foundry and see the immense pigs of iron being hurled into the cupola. The solid mass drops into the molten sea like a pebble into a pond, and as readily disappears, being almost immediately melted down in the fiery heat. Over 5,000 tons of this iron



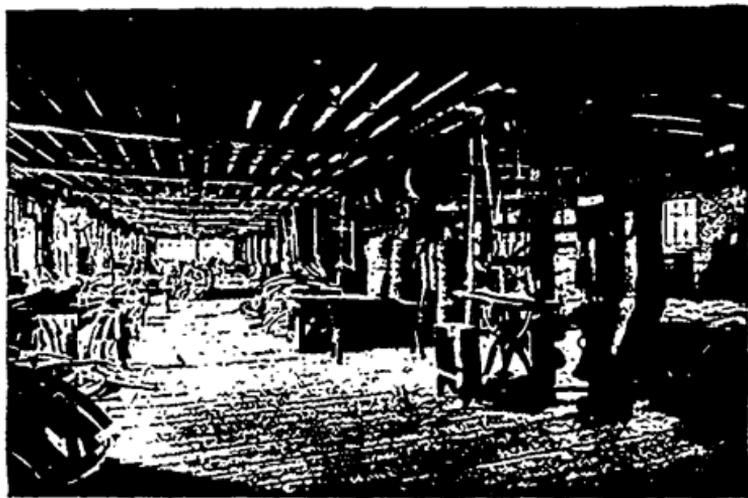
A CORNER IN ONE OF THE GREAT LUMBER YARDS OF MASSEY-HARRIS CO., LIMITED.

were used in making the Grey Iron Castings alone for the machines for the 1897 trade.

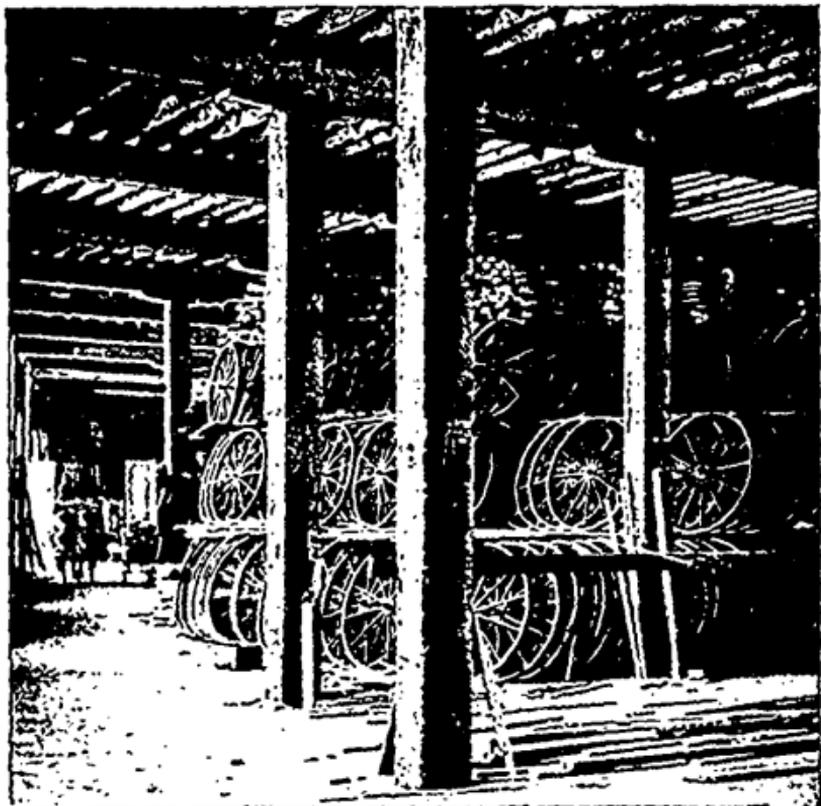
One requires to have his wits about him as he watches the "pouring off." The liquid iron comes dashing out like water through a sluice, splashing and

throwing glowing sparks all about. The molten fluid is caught in large ladles, which when filled are carried by overhead travelling cranes to the flasks at various parts of the floor.

The large increase of orders received this season over that of any previous



IMPLEMENT WHEEL DEPARTMENT.



A STOCK OF FINISHED WHEELS



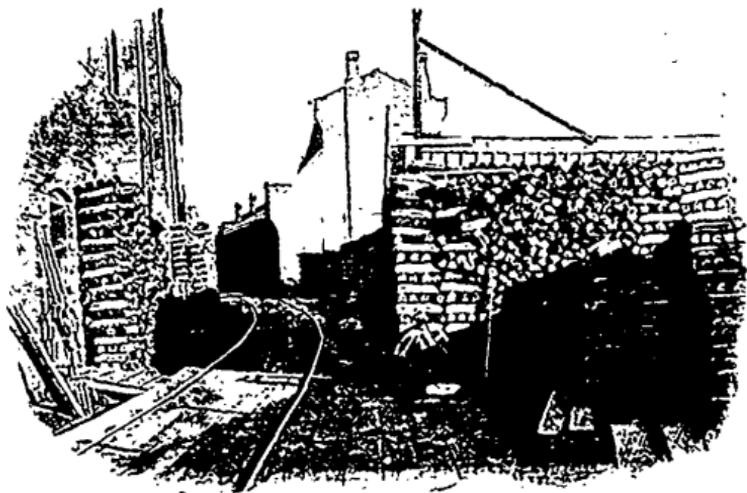
VIEW IN WOOD-WORKING DEPARTMENT.



TORONTO GREY IRON FOUNDRY, MASSEY-HARRIS CO., LIMITED.

year has necessitated the extension of the Foundry, but even this has not sufficed to enable the demand to be supplied, and other outside foundries are now busy with special gangs of men employed, trying to catch up on the orders.

The view of the Grey Iron Foundry at the Toronto Factory of Massey-Harris Company, with its overhead track, assists one somewhat in arriving at an estimate of the number of moulds turned out in a day.



PIG IRON STORAGE YARD, TORONTO FOUNDRY. (1,200 TONS IN STORE AT ONE TIME.)



EDITED AND SELECTED BY MRS. JOHN HOLMES.
Correspondence is invited on all matters pertaining
to the Home

Weary the Waiting.

There's an end to all tolling someday—sweet day—
But it's weary the waiting—weary.
There's a harbour somewhere in a peaceful bay,
Where the sails will be furled and the ship will
stay
But it's weary the waiting—weary.

There's an end to the troubles of souls oppressed—
But it's weary the waiting—weary.
Some time in the future, when God thinks best,
He'll lay us tenderly down to rest.
And roses will bloom from the thorns in the
brest—
But it's weary the waiting—weary.

There's an end to the world, with its stormy
frown—
But it's weary the waiting—weary.
There's a light somewhere that no dark can drown
And where life's sad burdens are all laid down.
A crown, thank God!—for each cross a crown—
But it's weary the waiting—weary.

—F. L. Stanton.

Useful and Ornamental.

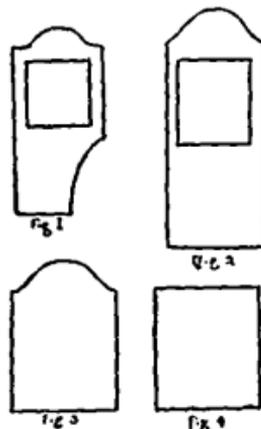
SEDAN CHAIR PHOTOGRAPH FRAME.

GET some stiff cardboard, and from it cut four pieces the shape of Fig. 1, but on only two of them cut windows, as shown in the drawing; cut two pieces like Fig. 2, and in one of them make a window. Be careful to



have all the windows of the same size, and at the same height from the bottom. Next cut one piece from each of the Figs. 3 and 4. Cover each piece of card with silk, using, if possible, dainty brocade for the outside, and white, or some pale shade, for the inside lining. Now take one side-piece with a window, and one

without a window, cut from Fig. 1, and sew them together except at the top, which must be left open so that the photograph may be inserted between the two cards. Sew together the other side pieces in the same way, and then join the two parts of Fig. 2, leaving them open, however, at the top. When you have done this, sew the front of the case to the sides, and to them sew the top back (Fig. 3), and lastly the lower por-



tion of the back (Fig. 4). This piece must be slightly bent in the middle before sewing it on, or it will not fit. Finish off all the edges of the sedan chair by sewing over them a fine silk cord to conceal the stitches.

Use polished or enamelled sticks for the poles of the chair, and make their supports of narrow ribbon, which must be fastened in place when the sides are covered.

The chair should be seven inches in height, the sides three and a half inches wide, and the width of the back and front should be two inches and three-quarters.

AN INEXPENSIVE LETTER-CASE.

It is often difficult to know where to keep the various letters and papers which accumulate, for if left lying about they are apt to get mislaid, and yet it is tiresome to have to open a drawer or desk each time we want to refer to a letter. The accompanying sketch shows a neat and easily-made hanging case for papers.

Take a long-shaped and rather shallow wooden box—easily obtainable from any grocer—remove one of the long sides, and saw off all but about three or four inches of the lid, which must be tacked firmly to the sides. Then slope off the top corners of the sides, for if left square they look awkward.

The partitions are made of pieces of

wood, cut to fit. Of course, any number can be made, but in my sketch there are only three—a wide one in the middle, and a narrow one on each side.

To cover the case, any odd pieces of cretonne, chintz, or even silk can be used, ornamented with gold or other fancy braid and brass-headed nails, about two and a half inches apart. The cover is



fastened on with glue and small tacks, which are concealed under the braid. To make it look neat at the back, draw the material well over the edges, and cover with a piece of plain paper, cut half an inch smaller than the box all round.

To hang up the case, fasten a piece of gold braid, about half a yard long, to the two top corners.

A Talk with Mothers.

CHILDREN'S MANNERS.—"Manners make the man," is, we believe, the saying of Lord Chesterfield, whose manners were considered the most perfect of his time; and certain it is that the manners of every individual cannot fail to impress all those with whom he or she may come in contact very far more than their morals or more sterling qualities.

A well-mannered person of inferior attainments will be far better received in society, far better liked and far more respected, than a man of greater attainments, learning, or even intrinsic merit, who is less polished in external things.

An abrupt, discourteous, or awkward manner is a drawback throughout life, and many are credited with discourtesy and all kinds of qualities which are bad socially, simply because they are naturally shy and awkward, and their parents or teachers have neglected to give them the "French polish," as we have often heard it called, which, although it may be only a thin veneer over very shoddy material indeed, enables the wearer to go through life smoothly and pleasantly.

It seems to us that one of the marked

features of the present time in children is the falling-off in manners. The gentle courtesy which one finds in men from fifty to seventy or more years of age, the little graceful acts which they are apt to perform towards women, and the charm of manner which people of all classes cannot fail to recognize in them, is almost unknown in the youth of today.

CARE OF CHILDREN'S EYES.—Weak and sore eyes are not infrequent with young children, and it will be found a good plan to pour some tea, which is all but cold, into a saucer (kept for this purpose), and use this to bathe the eyes. If both eyes are bad, one should be finished and dabbed dry before the other is touched; and for the second one another rag should be used, the tea thrown away, and a fresh supply taken. The rag should be thrown on the fire directly it is done with. All old white handkerchiefs ought to be kept, and put where the hand can be readily placed upon them in case of emergencies, as they are fine and soft. Sponges are not nice to use again and again for bad eyes or sores of any description.

SLEEP FOR THE LITTLE ONES.—Here are, for the benefit of young mothers, a few words on the sleep children require. This is much more than the sleep necessary to grown-up people, as the little ones' impressible nervous systems could not bear during long waking hours the strain to which they would be subjected. Mainly, however, they require more sleep because, while sleeping, all the vital powers are concentrated on building them up, instead of being diverted to muscular movements and other influences which would interfere with this concentration.

FRUIT and vegetables should be given judiciously to children over two years of age. Oranges, grapes, cooked apples, ripe pears and gooseberry fool are all suitable for young children, but strawberries should be given with great caution, as they are very liable to cause nettle-rash; and raspberries and currants not at all, while stone fruits should never be given unless thoroughly well cooked. The taste for fresh vegetables may be cultivated. Potatoes may be given mashed or boiled or baked in their skins, onions boiled or baked, and fresh beans, asparagus, cooked lettuce, and spinach are all suitable to children of two and a half and upwards. Celery, potatoes, cauliflower, turnips and cabbage should only be given to older children.

Simple Recipes for Tasty Dishes.

Turkish Dates.—Remove the stones from one pound of good dates. Put in the places from which the stones have been taken half a blanched almond. Put half a cupful of sugar and a cupful of water over the fire to boil; add a teaspoonful of vanilla. Bring this to boiling point; add the dates, cover the saucepan, and stand on the stove until the dates are swollen and soft, and the syrup is dark and rich. Serve as you would an ordinary sweet.

Cocoa-nut Biscuits.—Six ounces desiccated cocoa-nut, three ounces of castor sugar, one egg. Beat the egg up in a basin, add the other ingredients, and mix them until they are all in a lump. Place little drops or dabs of the mixture on the baking sheet, and bake them in a moderate oven till they are of a light brown colour. They don't get crisp till they are cold.

Celery Sandwiches.—When celery is in the market, an excellent filling for sandwiches can be made from it. Chop very fine several heads of nice celery and mix with salad dressing, so that it can be easily spread between sandwiches. Made from this rule, they are particularly nice for travelling, as they keep fresh for three or four days when kept in a small tin box.

Veal Jelly.—Take a knuckle of veal, wipe, cover with cold water, and bring slowly to a boil; skim, and let it simmer for two hours; add a slice of onion, a blade of mace, a dozen whole cloves, half-a-dozen peppercorns, half-a-teaspoonful of ground allspice, and one grated nutmeg; let simmer gently for one hour longer. Take the joint of veal up, remove the bones and gristle, put the meat in a square mould, strain the liquor, and boil until reduced to one quart; add half-a-cupful of vinegar, with pepper and salt, pour it over the meat, and stand aside overnight to cool. When ready to serve, turn carefully out of the mould, garnish with parsley, and slice very thin.

Mexican Eggs.—Put a tablespoonful and a-quarter of butter in an earthen pie plate and place it over a moderate fire; add to the butter a generous teaspoonful of chopped parsley, the same of chopped onion, one heaping tablespoonful of chopped green pepper, one-fourth of a teaspoonful of salt, half that amount of pepper; when well stirred together break in five eggs, one at a time, being careful not to break the yolk. When done on one side turn carefully on the other; by the time the last one is turned they will be done. Serve immediately in the dish in which they are cooked.

Household Hints.

To remove egg stains from spoons, rub with moist salt.

When beating eggs, be sure that the whisk is perfectly clean—any grease on it will prevent the eggs from frothing properly.

Pipe-clay and water, mixed to a stiff paste and laid on the stained portions and allowed to dry, will remove oil from a floor.

To keep a Sponge in good condition, you should occasionally wash it in warm water with a little tartaric acid or soda, afterwards rinsing it in clean warm water.

To Glaze Meat Pies.—Separate the yolk from the white of an egg, beat the former, brush it over the top of the pastry, but do not let any touch the edges as it will prevent the pastry rising.

To clean the insides of japanned bedroom baths, dip a wet flannel into some dry whiting and rub briskly over the surface. This will remove all water spots and stains, and will not scratch the bath.

An old newspaper may be used with dry flour to clean tinware after the tins have been thoroughly washed. Wall-paper may be freshened by rubbing with a newspaper. A wet piece of newspaper will remove fly-marks from mirrors and window panes when nothing else will.

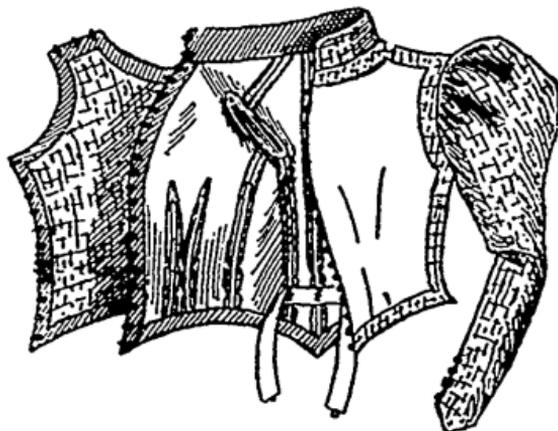
Cheap Gold Varnish.—A cheap substitute for the expensive gold varnish used on ornamental tinware is made of half a gallon of turpentine, half a gill of asphaltum, two ounces of yellow aniline, four ounces of amber, one gallon turpentine varnish, and half a pound of gamboge, mixed thoroughly and boiled for ten hours.

To restore scorched linen, take two onions, peel and slice them, and extract the juice by squeezing or pounding. Then cut up half an ounce of white soap, and add two ounces of fuller's-earth; mix with them the onion juice and half a pint of vinegar. Boil this composition well, and spread it when cool over the scorched part of the linen, leaving it to dry thereon; afterwards wash out the linen.

A Seamless Bodice.

A SEAMLESS bodice is suited to such materials as will stretch well, such for instance, as home-spuns, soft woollens, cachemire, etc. It must be made upon a tight-fitting lining cut with the usual seams, viz., the front fitted with two darts, under-arm side-piece, round side-piece, and back. First make up lining thus: Join the backs together by centre seam, then join on the round side-pieces, after these the

under-arm side-pieces, open and press seams and bonesame. Now place lining back on a stand and pin securely in place. Take the seamless material back, fold it lengthways from neck to basque edge, to ascertain the exact centre of the back, and pin this down centre of lining back fully, then stretch material over lining,



A SEAMLESS BODICE.

and tack it along shoulders, armholes, under-arm seams, and basque, while it should also be tacked firmly down centre back.

The left lining front is now to be arranged, and this is to be faced in about two inches deep round neck, along shoulder, armhole, down under-arm seam, and basque, this facing being necessary for the right half of the stretched front to hook over to, as it would be unsightly to see the lining between the fastenings.

This done, stitch it to the left half of the back by the shoulder and under-arm seam, the breast dart being stitched up, opened, pressed, and boned, while the front would be turned in and faced with ribbon, then eyes sewn on in the usual way. Sew on eyes along the left shoulder and down under-arm seam.

The right lining front is to have darts stitched up, opened, pressed, and boned, the basque part and front faced up on inside with ribbon, and hooks sewn on.

Over this lay the right half of the seamless material front, which tack at neck, along shoulder, armhole, and down side, the basque being turned in and slip-stitched neatly down to lining.

Now stitch right front to right half of back by the shoulder and under-arm seam. The right half of the material front, as shown by left hand side of diagram, should have the neck, shoulder,

armhole, side, and basque turned in once on wrong side, tacked, then ribbon or a piece of cross-cut satin or sarcenet felled on, using as an interlining to the shoulder and under-arm parts as a stay for the hooks, between the material and satin facing a strip of firm linen, sew on hooks, or some prefer to button such a dress; if

so, work button-holes where the hooks are shown on shoulder and under-arm seam, and put buttons to correspond on the left shoulder and under-arm seam in place of the eyes. The neck has a band-collar, interlined with canvassed silk. This collar is joined to the left lining front across entire back of neck and to the right front.

THE SLEEVES.

These are the new coat shape composed of the upper and under for the lining, the under sleeve being used again for cutting the material.

The material sleeve is given, and the fullness of same gathered over the shoulder. The wrist

part is ornamented with small buttons to match those arranged along the left shoulder and under-arm seam.

In putting on this bodice, first hook the waistband then the fronts, hook down the centre in the usual way, after which bring the seamless front over, which hook or

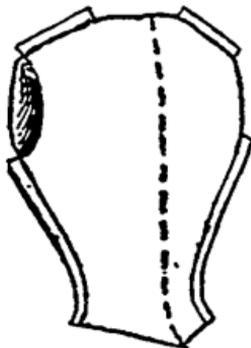


DIAGRAM.

button along the left shoulder and down the under-arm seam, when it will appear as in our first illustration.

Quantity of 42-inch tweed, 2 yards.



"I love God and little children."—JEAN PAUL.

A Horse that Rides.

A HORSE that alternately draws a car and takes a ride on it, is surely to be distinguished from the ordinary run of horses. This is just what a certain horse out in Colorado does every day, and several times a day. He is, says the *Outlook*, an old gray horse, and his business is to draw a car from the end of the suburban street car line of a certain city to a little settlement beyond.

The car is small, the passengers are few, and the old gray horse moves slowly. It is not an easy pull, for a long hill has to be climbed. Once up this hill, however, the wise animal draws his car a little farther and then suddenly stops.

He has reached the terminus of the road, and at once makes preparation for the return journey. This he does by turning his head round to what has hitherto been the back of the car, but is now to become the front. The driver comes and unbuckles the traces, and then the horse walks the length of the car and quietly mounts the front platform. Those who have seen the performance assert that he always does this with an air that seems to say to the people who are watching him, "I know this is perfectly ridiculous, but please do not laugh."

The driver, having put his horse aboard, walks to the back platform, fixes the brakes, and allows the journey to the city to begin. During that ride back the horse stands perfectly still on the front platform, on which are certain appliances to prevent his being thrown off by a jerk of the car. He appears to be quite aware that the reason he rides down hill is that the car can get back very much faster than he could.

How German Words are Made.

A NEWSPAPER of Dresden, Germany, the *Weidmann*, gives the faithful history of a terrible German word. It seems, according to this account, that among the Hottentots—in German Hottentoten—many marsupials are found. The works on natural history do not reveal this fact. Never mind, the story is just as good if it is not true.

When—if ever—the marsupials are caught, they are put into cages, there known as Kottter, provided with covers

to keep out the rain; the covers are called in German Lattengitter. The cages then become known as Lattengitterwetterkottter, and the marsupial, after his imprisonment in one of them is a Lattengitterwetterkottterbeutelatte.

So much by way of explanation. One day an assassin—in German, Attentäter—was arrested who had made an attempt on the life of a Hottentot woman, the mother of two stuttering and stupid children, who was called, on this account, Hottentotenstottertrottelmutter. The malefactor was confined in a marsupial's cage, whence he escaped. He was recaptured by a Hottentot, who put him in a safe place, and came to the chief of the nearest German South African station and said, with beaming face, for he thought he had mastered the German language:

"I have captured the Beutelatte!"

"What Beutelatte?" asked the chief; "we have several."

"The Attentäterlattengitterwetterkottterbeutelatte."

"But which Attentäter are you speaking of?"

"Of the Hottentotenstottertrottelmutterattentäter."

"Oh! Then why don't you say at once the Hottentotenstottertrottelmutterattentäterlattengitterwetterkottterbeutelatte?"

Upon this the Hottentot fled in dismay, and no wonder. It may be sad, however in defence of the German language, that it has few words of quite such learned length as this.

How a Kitten Travelled a Hundred and Thirty Miles.

When I was living as a young man in lodgings in London, No. 8, South Crescent, Bedford Square, my landlady sent off in a hamper a cat and her full-grown kitten, about seven months old. They were taken by two of the landlady's daughters to their grandmother's at Gloucester, I believe in January or beginning of February, 1859.

A letter was received the next day saying the children had arrived safely, as also the cats, but that the kitten had disappeared that evening.

A month after, the kitten arrived at my lodgings in a very emaciated condition, with swollen feet, and in a state of nervous prostration, which showed itself by incapacity to keep still. It got into the house, and was turned out two or three times before it was recognized.

My landlady was trying to get it out from under a bed where it was seeking refuge, when it struck her it must be the lost kitten, and when she called it by its name, "Minnie," it at once came out and rubbed against her feet and rolled over and over on the floor with delight.

It was then brought to me, and I recognized it at once, and it jumped on the bed where I was lying ill when I called it by name, and showed every sign of recognition and delight.

How this cat got through the streets of London, some three miles, at least, after its journey of 130 miles or so, has ever since been a matter of wonder to me.

The cat had a number of rather unusual markings which made identification easy—*Brightwin Binyon, in the "Spectator."*

She Understood "Slapo."

As a child Queen Victoria was noted for her independent spirit and for her frankness in confessing an error. The following anecdote, told by the author of "The Private Life of the Queen," displays both of these traits:

When a little girl, she was taken on a visit to Earl Fitzwilliam's family seat in Yorkshire. Wet weather had made the paths very slippery, and the Princess, who was ahead of the walking party, was warned by the gardener that the paths were "very slapo."

"Slapo! slapo! What's slapo?" exclaimed the Princess, not understanding the local dialect, and imitating the abrupt speech of her grandfather George III.

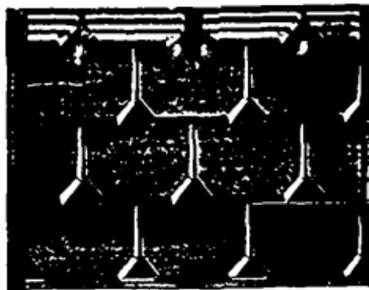
The gardener explained, but the self-reliant Princess started again on her walk, and fell down in the mud. "Now your royal highness," said the cat, "understands what 'slapo' means."

"Yes," answered the Princess, as she picked herself up, "and I shall never forget it again."

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"HELP IN SIGHT" CUNARD S.S. ETRURIA BEARING DOWN ON A SINKING VESSEL WHOSE CREW SHE RESCUED FROM CERTAIN DEATH.

Another Conflagration.

In a recent issue we had occasion to report the loss by fire of the Verity Plow Co's Works in Brantford, and to mention the rapidity with which that firm were enabled to resume business.

Brantford has again been visited by a large fire, the works of the Good, Shapley & Muir Co. having been burned. We are pleased, however, to be able to state that this enterprising firm have made arrangements whereby their facilities for supplying the growing demand for their goods are greatly increased, and that with new machinery and enlarged capacity, they are in a position, without delay, to fill all orders for the high grade of machines which they manufacture.



SUPERLATIVE WISDOM.



MRS. McHAYFN: "Have yez read Burns, Mrs. O'Grady?"
 MRS. O'GRADY: "I haven't any at all, but if I had they would be, I never saw burns any other color."

"WELL, little boy, what's your name?"
 "Shadrach Nebuchadnezzar Youts."
 "Who gave you that name?"
 "I don't know. But if I find out when I gets older they'll be sorry for it."

"But the worst of eviling is—that it brings one into contact with all kinds of people!"
 SHE (thinking of her bruises): "It certainly does! Especially the first week or so."

BROOK: "you've broken as much china this month as your wages amount to. Now, how can we prevent this occurring again?"
 "I don't know, mum, unless yez raises mo wages."

MRS. YOUNGHUSBAND: "My husband and I quarrelled before we were married!"

MRS. GIBBINS: "About what?"
 MRS. YOUNGHUSBAND: "He didn't believe we would quarrel after we were married, and I did."

MIRTH: "Laugh and grow fat!"
 "Pooh! You mean, 'Grow fat and get laughed at!'"

FIRST FRIEND: "So he married in haste! Did he repent at leisure?"

SECOND FRIEND: "No; he repented in haste too!"

HONES: "Williams is bound to get on in life. He has a will of his own!"

MORGAN: "Yes; but he wouldn't mind being mentioned in somebody else's."

TICKET INSPECTOR: "How old are you, little girl?"

EMMA: "You will have to ask ma. She always takes charge of my age on the railway!"

"WELL, Tommy," said the visitor, "how do you like your baby brother?"

"Oh, lots and lots—only, I don't think he's very bright."

"Why not?"
 "We've had him two weeks now, and he hasn't said a word to anybody."

"Did you read my article this morning?" asked the prominent young journalist of the old stage.

"Yes, my boy. I read it through twice."

"That's a great compliment!"

"I read it twice to try and understand what it was about."

"AREN'T you afraid, if you leave your wheel out all night, that so much dew will rust it?"

"Oh, I don't mind that; there's dew on it now."

DISTANT.

MRS. FARMER: "I'm real sorry to hear of your bereavement, Miss Sadeye. Was it a near relation?"

MISS SADEYE: "Wal, no, Mis' Farmer; only about forty miles."

LIGHT ON THE SUBJECT.

TRD: "Dad, what does it mean when it says 'as black as your hat'?"

DAD: "I think, my son, it refers to darkness that may be felt."

GONE.

MAUD: "Oh, Mabel, have you heard? Charley has broken his nose!"

MABEL: "Gracious! I shall never get over it."

MAUD: "I should think not, the bridge is gone."

HARD TO BEAT.

A HIBERNIAN admirer of Hook exclaimed, in delight at his wit, "Och, you're the Hook that nobody can beat!"

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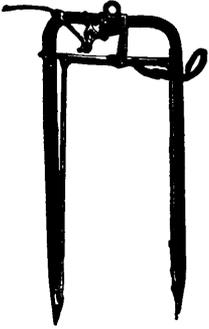
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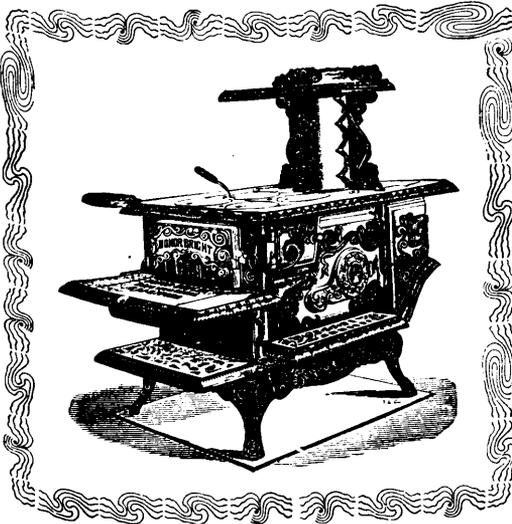
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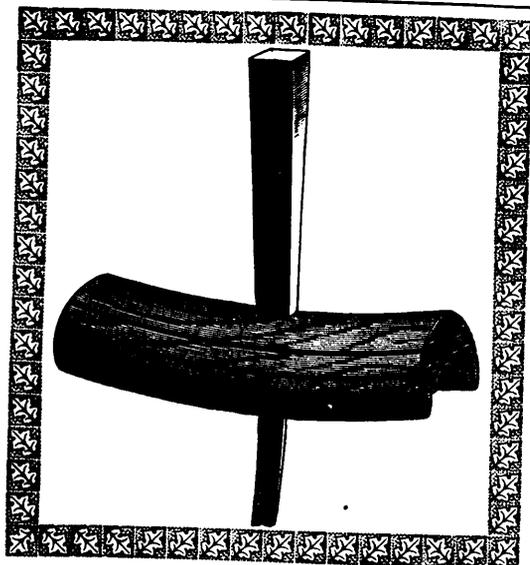
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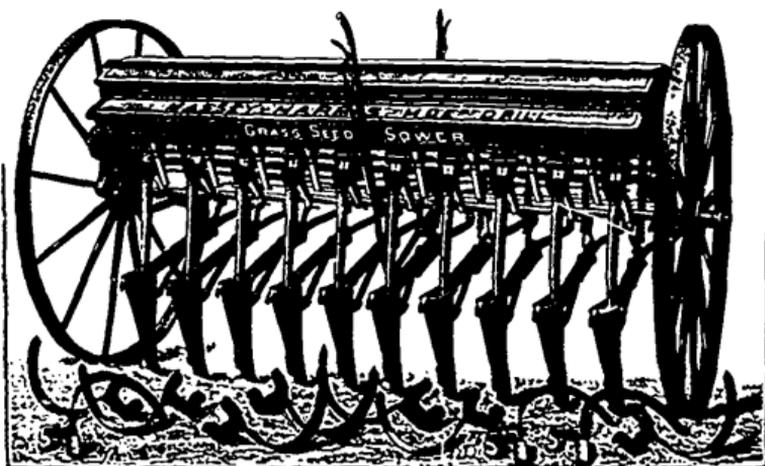
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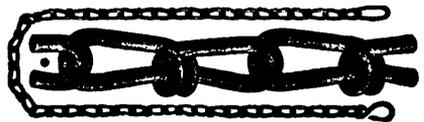
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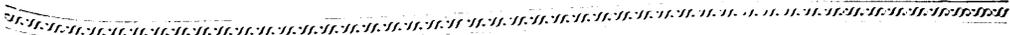
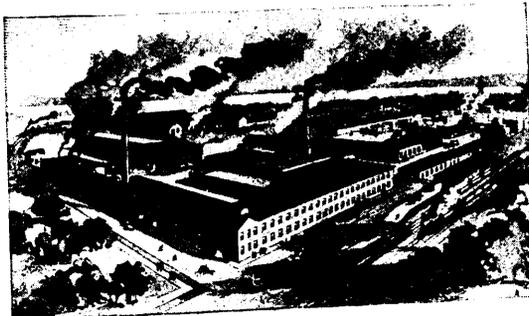
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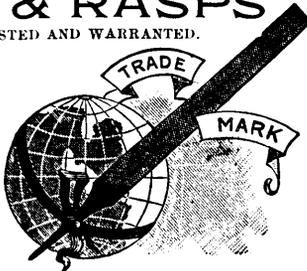
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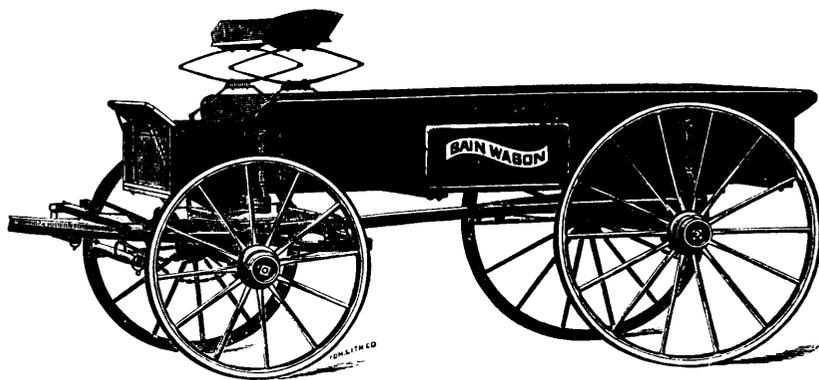
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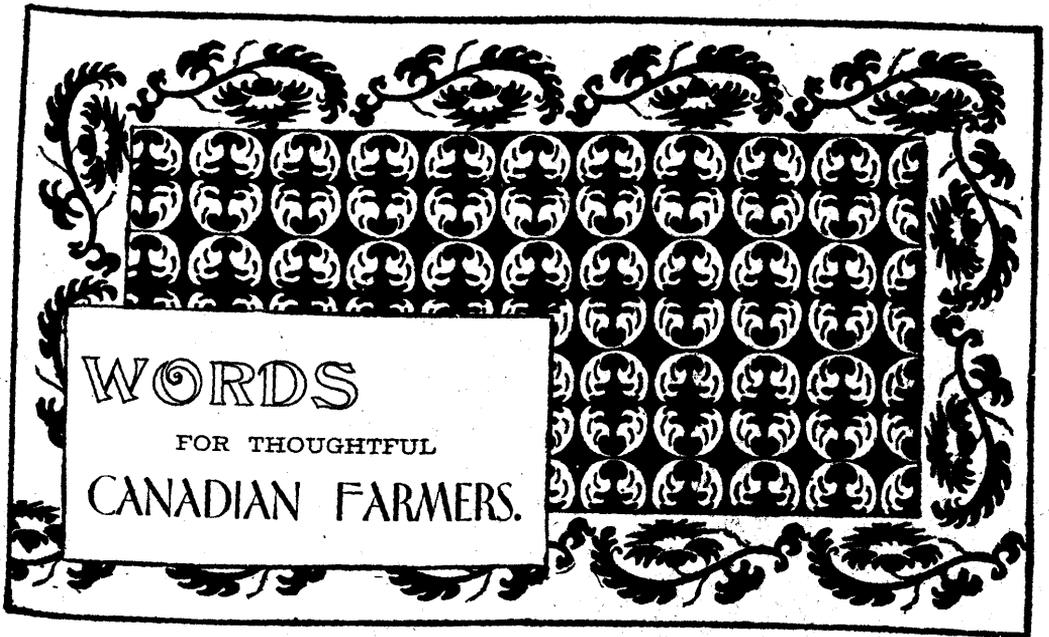
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HOW IT LOOKS AT WORK IN THE FIELD.



* * Canada first!

* * Canada for Canadians!

* * Patronize Canadian Industries!

* * The Union Jack is your Flag—stand by it!

* * Canadian Money spent in Canada develops Canada!

* * The employment of Canadian Labor creates the best market for everything you produce!

* * Canada — England — Ireland — Scotland — Australia — New Zealand — South Africa — India — the Greater Great Britain, is your rich heritage. Do you appreciate it?

* * Build up trade with Great Britain and our sister Colonies—good prices—sure pay—prompt pay—the largest and best market in the world.

* * Canadian workmen eat Canadian Flour, Butter and Eggs. Do you want more or less workmen in Canada?

* * The United States people turn back our Nurses, Mechanics and Laborers—they do their best to keep out all the products of your farm. Will loyal Canadians support United States industries when they can buy as good or better goods from Home Industries?



THE
WORLD'S
LEADING
FARMERS
SAY
THE
MASSEY-
HARRIS
IS
THE
BEST.

MASSEY-HARRIS
WIDE-OPEN
BINDER
IS THE
BEST ON EARTH.

Ceres, fair Goddess of the Harcest Fields. Now to the world her choicest gift yields. A sheaf of her beautiful golden grain, "Massey-Harris" bound, 'tis very plain.