

## TO BE GAY WITH FLOWERS

### CORONATION CITY TO BE TRANSFORMED.

#### Speculators Work Corner on Naval Review, But May Come to Grief.

The Westminster City Council has approved a striking scheme for decorating the streets within its confines through which the coronation procession will pass. At Hyde Park corner a magnificent triumphal arch will be erected. Piccadilly is to be a vista of Venetian masts, joined by wreaths of evergreens and red roses. At the centre of each flower will be placed a small electric lamp.

This scheme of decoration is to be carried out along Piccadilly, St. James' street, Pall Mall, Duncannon street and the Strand to Temple Bar.

The most striking part of the decorations will be a royal triumphal arch opposite the houses of Parliament, which is to represent the British Isles. It will consist of a central arch and two side arches, constructed in the Gothic style. On top of the arches will be figures of St. George, St. Andrew and St. Patrick.

The entire route of the procession in the neighborhood of Westminster Abbey will be lined on both sides with countless white standards upon tall masts.

### PREPARATION BEGUN.

Coronation preparations are now beginning in earnest. This is particularly to be noticed at Westminster Abbey, where vanloads upon vanloads of timber are being deposited at the entrances. From what I learn, on the very best of authority, there will be at least seven thousand people present inside the Abbey. Quite two-thirds of them will see nothing of the coronation ceremonies, whatever, though, of course, all will hear the music and see the processions. Only three baronets will be present at the ceremony, including the premier baronet of England, Sir Hickman Beckett Bacon.

The determination to hold the naval review on the Saturday following the coronation ceremonies has caused very much annoyance among the general public, but it must be remembered that the people who have entertained to do must be considered. To have prolonged the coronation festivities another week, till after the naval review, would have entailed enormous expense. Therefore, for economy's sake these hard times, it was not considered expedient to put off the naval review for a week.

Besides, the admiralty has, for nearly a year, been making its arrangements, and to put back the programme only one week would have caused a great upset in naval movements all over the world.

### SPECULATORS BUSY.

At Portsmouth a great number of American speculators have been going about chartering vessels of all descriptions, which they intend hiring only for review day. But, as a well known nautical authority said to me, there is very great likelihood of the aforesaid speculators coming a nasty cropper, as it will be simply impossible for many people to get down to Portsmouth for the review unless they go several days before the event, and few would care to give up the London sights, including processions and illuminations, for the sake of the review. An official at one of the railway stations told me that it was considered next to impossible for any great number of people to get to the railway stations Friday night, let alone reach Portsmouth, for millions of people will be in the streets to see the coronation illuminations, and those who have had experience of shows like this know that the streets are impassable except at a snail's pace. I have heard that any number of parties are being made up already by society people to leave London altogether for coronation week, as they don't intend to lose the naval review. Houses are letting fast and furious on the Isle of Wight, from the end of May, or about six weeks earlier than usual.

### KILLING THE GOLDEN GOOSE.

As time advances it becomes more apparent than ever that there is going to be a big slump in the business of letting houses, seats and grand stands unless the owners of these get into a more reasonable frame of mind. One would think that the failures of some of those who erected stands on the occasion of the Diamond Jubilee would be too fresh in the memory for such speculators to risk a repetition of that disaster. Boards are appearing all along the route where the processions of both days will pass, but the prices asked are so high that those in charge of the box offices say business is hanging fire terribly.

It is the same with houses. Here is one instance of what owners are doing:—According to the statement of a certain house agent, an owner wrote to him saying that his house usually let for the season for \$1,500 but, as this was coronation year, he would take nothing less than \$4,000. It is the same all round with both the larger and the smaller houses.

It is likely that if people wanting houses, seats and grand stands will only hold out prices will suddenly take a very great drop as the coronation draws near. There is no danger that by waiting they will miss the chance of getting accommodation. There will be found to be plenty of room for all.

## WHEN WILL SHE VOTE ?

### Signs of the Times Say Women Will Soon have the Franchise.

The polar glaciers, it has been declared, do not move, but actual observation by the late celebrated Louis Agassiz proved that they do move. Just so the casual observer declines to believe that the agitation for the enfranchisement of women does anything more than mark time. Yet the student of the reform knows that every year sees a steady advance. The late Dr. Dale, of Birmingham, said it took thirty years to get an idea into the heads of his congregation; short time, too, if the idea be a valuable one.

Custom's bonds loosen slowly. The Empress of China has just issued an edict, by which she directs all officials to discourage the bandaging of the feet of female children, saying that the custom is a barbarous one. A great point gained for the women of China.

We notice that the General Conference of the Methodist Episcopal Church of the United States meets in about two years, and will, for the first time, contain women delegates. The Union Signal, of Chicago, says: "The male chorus of that great body will be a thing of the past; the full-throated chorus of voices, male and female, will arise in complete and resounding harmony. By the votes of 8,196 men (the members of the Annual Conference) the door into the General Conference has been opened. This is the result of years of education, hope and prayer. When Francis Willard was elected a delegate in 1888, and denied admission, she then said, 'Women will be admitted to the General Conference, if not now, later on.'"

### THE FORCES ARE GATHERING.

Woman herself is only just awakening to the disabilities of disfranchisement. The British Parliament has recently been confronted by a petition signed by 66,800 women employed in the textile factories of Cheshire, Yorkshire and Lancashire, praying for the right to vote. These women have grievances the ballot would help them protest against. The trade unionists are supporting their appeal.

Here is an instance of the unfairness and injustice with which women are often treated. "A system of continued reductions in the salaries of women teachers, by the School Board of London, England, has resulted in the women seeking more remunerative employment, in such numbers that the question of securing enough teachers is now a serious one. A recent advertisement for fifty teachers brought but four applicants. The maximum yearly salary is £80."

Instances like the above are the levers to push conservative and timid women out into the franchise movement.

There was once a man who zealously declared that woman had no right to invade the field of wage earning men; she should stay at home, where she belonged. Finally his four cousins, three sisters, and two maiden aunts, who were without a masculine protector, gathered about him and inquired, "Whose home? Yours?" Whereat he perceived that theory ends where fact begins.

## ONE WAY OUT OF POLYGAMY.

### African Chief Made Himself Eligible for Baptism.

A missionary returned from equatorial Africa told this story at a minister's club to illustrate his remark that the bringing of heathen into the fold didn't begin to be the biggest job that the missionary had on his hands.

In this man's territory there was a chief who had resisted every appeal to make him a Christian. He was the biggest man in a sort of confederation of savage tribes, and the missionary knew that if the big chief were once converted the effect would be felt by every native within fifty miles. So the missionary kept after him month in and month out, in face of every kind of indifference and rebuff.

At the end of two years the missionary was all but ready to give up, when one day the miracle came to pass—the big chief's heart was touched by the truths of Christianity. The missionary redoubled his efforts, and in two months more the big chief offered himself for baptism. It looked like a great victory won, until, in examining the new convert, the missionary discovered that, according to the chiefly prerogative, he had two wives. The missionary expressed his horror, indignation and grief to the chief.

He explained to him how the state of polygamy was a barrier to any one who wished to become a Christian. Then he prayed with him, and the chief departed, weeping over his unfitness.

But a month later he came again, joyous, devout, and, throwing himself at the missionary's feet, asked for baptism.

"My brother," said the missionary, "I cannot baptise you while you are the husband of two wives."

"No two wives; just one wife now," said the chief.

The missionary raised him to his feet. Here was the true penitent.

"My brother," said the missionary, "you make my heart glad. And what did you do with your second wife?"

"Um," answered the chief, "She no good; me want be Kistian; me eat her."

## WAR AUTOMOBILES NOW.

### THE BRITISH GOVERNMENT IS EXPERIMENTING.

#### Powerful Engine Suitable for Work in a Rough Country.

The British Government is about to experiment not only in air ships for war purposes but in armor plated automobiles for coast defence as well.

In fact, a machine of the latter type has been completed, and recently was given a test at the Crystal Palace, London. The car is the invention of Mr. Frederick R. Simms, and was built for Vickers' Sons & Maxim. The construction and experimental work occupied nearly three years.

It is mainly designed for coast defence, but is equally suitable for offensive and defensive work over rough country, keeping open lines of communication, dragging guns into position and hauling stores and men. It is practically an ironclad fort on wheels, with a sixteen horse power motor and a speed of nine miles per hour. It is capable of a load of twelve tons. Fuel for two hundred miles is carried in a tank. It can be driven and steered by one man and has an armament of two pomps, two automatic quick firing Maxims and 10,000 rounds of ammunition. Three or four men can work the guns, but there is sufficient platform room to accommodate twenty. It is

#### FITTED WITH SEARCHLIGHTS

and a rope ladder, which can be drawn up when moving or fighting. Its armor plate, of six mm., is of steel, impervious to small arms, and suspended in such a fashion as to be apart from the car frame, to minimize the effects of vibration. The extreme length of the armor is twenty-eight feet, its width is eight feet and its height ten.

Work on the airship, which Dr. F. A. Barton is constructing for the War Office, is being pushed forward. Dr. Barton is confident that he has solved the problem of aerial navigation. He claims to have experimentally demonstrated twenty years ago with a machine practically identical with the Santos-Dumont VI. He believes the aeroplane holds the solution of the problem of flying in the air, but early experiments have demonstrated the danger of using that principal alone. Dr. Barton combines in his machine both balloon and aeroplane.

The air ship consists of a cigar shaped balloon, 180 feet long and 41 feet in diameter, from which is suspended a framework of tubular steel, 18 feet wide at the top and tapering to the bottom, almost as long as the balloon itself. The latter is of Japanese silk, built in compartments, and contains a baloonette filled with air. The whole is covered with a chemise of silk, containing strips of bamboo, and to which is attached the steel framework.

This is constructed on the cantilever plan, with a cantilever keel running the full length like the side of

### A BRIDGE INVERTED.

There are three cars, five and a half feet in diameter, placed from bow to stern amidships, with a two and a half foot passage between them.

Three sets of adjustable aeroplanes eighteen feet square, in a similar position to that of the cars, will lift the machine.

The motive power is applied by six sets of double propellers, each having three parallel blades, and so placed at the four corners of the sides of the framework as not to interfere with each other's power. These are driven by petroleum engines in each car. Fuel is carried in thirty-six tanks distributed in the cars.

Dr. Barton expects to develop a speed of twenty-five miles an hour. The balloon will weigh, when complete, six hundred pounds. He calculates that it will be able to develop four times the lifting power necessary. The rudder is a vertical aeroplane at the stern.

## DEPLORABLE SUPERSTITION.

So slowly does superstition fade in the face of education that even on September 17th, 1875, an old woman was killed as a witch at Long Compton, in Warwickshire, England, the murderer being, however, a half-insane man; but in Ireland, at Baltyvedhan, in Tipperary County, as recently as March 15th, 1895, a young woman, only twenty-seven years of age, was burned to death as a witch, for which crime, on July 5th following, her own husband was sentenced to twenty years' penal servitude and five others to different terms of imprisonment.

## LADY BLACKSMITHS.

The eight daughters of a Leeds, England, blacksmith have all worked at their father's forge. Four of them have married, but the others work five hours a day making water and gas hooks—a sort of broad, bent nail, used by plumbers for fixing gas and water pipes. The blacksmith says he pays his daughters at piecework rates, and that they seem to much prefer the work to the business of a clerk. Much of their "striking" is done by their feet, by which they operate a mechanical hammer. Asked if she could shoe a horse, one of the lady blacksmiths replied: "No, I don't think I could; I should be afraid of its kicking."

## THE CARE OF VACCINATION.

### When Properly Done There Is No Danger of Disease.

The occurrence of several cases of lockjaw following vaccination has recently alarmed a good many persons, who assumed that the poison was in the vaccine matter; but the disease was really the result of a secondary infection of the vaccination wound with the germ of lockjaw.

A similar, but fortunately less serious, infection occurs when the arms are very sore and inflamed, the germs in this case being those of pus formation instead of lockjaw. In other instances erysipelas microbes have invaded the vaccine wound, with the result that a very serious illness has occurred where at the most only a slight inconvenience was to be looked for.

Smallpox is such a fearful disease, and vaccination, when properly done is in the main so good a protection, that any universal distrust and consequent abandonment of vaccination would be nothing short of disastrous. On this point we must accept the unanimous testimony of the best educated physicians when opposed by the opinions of a comparatively small number of earnest and honest, but not scientifically trained, individuals.

As a matter of fact, since the use of animal vaccine has supplanted the old arm-to-arm vaccination, there is no danger of inoculating any kind of disease with the vaccine. Such inoculation, when it occurs, comes later, usually in consequence of neglect or mistreatment of the vaccination wound.

Shields are useful in their time, but are a source of great danger when worn too long. A shield may be worn for a day or two, but not longer. Then it should be replaced by a little pad of absorbent cotton impregnated with boric acid, a fresh piece being applied morning and night and retained in place by a bandage, sticking-plaster or collodion. This dressing can be employed just as well from the first instead of the shield, time being allowed for the place to become perfectly dry before the cotton is applied.

If the arm becomes inflamed, especially if matter is oozing from the sore, it should be cleansed frequently by trickling over it a stream of boiled (not boiling) water, and then applying a pad of cotton wet with boric acid solution. The physician who performed the operation should always see the arm within a week in any case, and earlier if the part becomes sore.

If cleanliness is observed and the sore is not allowed to fester for days under a shield, neither lockjaw nor any other serious disease need be feared.

## SWITZERLAND'S PLAN.

### Making a Highway from That Country to the Sea.

Switzerland is the only important country in Europe, except Serbia, that has no sea coasts. It depends upon other nations for seaports and steamship lines, paying large sums of money to foreign transportation companies to carry all its foreign trade. This is of course a commercial disadvantage.

A young Swiss engineer has submitted a plan to the Government for an all-water route from the city of Basel to the North Sea. Basel, on the Rhine, is about 300 miles from Rotterdam, the nearest port on the North sea. This engineer, Mr. Gelpke, proposes to render the Rhine navigable for freight steamers at all seasons of the year by regulating its water level. He suggests that between Basel and Mannheim, the present head of navigation on the Rhine, fourteen dams be constructed to raise the water level along that entire stretch of the river. Each dam should be provided with suitable locks for the passage of vessels and with sluices for driving turbines for the production of electrical power.

He estimates that the project would cost \$20,000,000 and that the turbines would yield at least 100,000 horse power, which could be utilized by the industrial establishments in Alsace and in the Grand Duchy of Baden.

Germany has larger commercial relations with Switzerland than any other nation and it is thought she would not be averse to adding a practicable water route to the fine railroad facilities which now connect her with the little Republic.

The Swiss Government and people would be glad to encourage any feasible scheme for connecting their country by water with the sea. Mr. Gelpke's plan is therefore receiving considerations as well as another project that is also attracting attention. This plan is to build a canal from Basel to connect with the famous Rhine-Rhone Canal that now enables small Rhine boats to travel all the way to Marseilles. The Rhine-Rhone Canal starts from Mulhausen on the Rhone and extends in a southwest direction to the Doubs River, which is a navigable tributary of the Rhone.

"Mother," said Harry Higgins, "Mr. Trivitt sent his little boy on an errand to get a hundred things, and Jimmy didn't forget one." "That's the right kind of boy to have," replied Mrs. Higgins. "I wish you were like him, because you always forget one or two." "But I could remember all the things Mr. Trivitt told Jimmy to get." "What were they?" "A hundred postage stamps."

## FROM BONNIE SCOTLAND

### NOTES BY MAIL FROM HER BANKS AND BRAES.

#### Many Things Happen to Interest the Minds of Auld Scotia's Sons.

Two hundred and six smallpox patients were under treatment last week in Glasgow.

The death took place recently of Lady Usher, wife of Sir John Usher, of Norton, Mid-Lothian.

Passengers may now travel two and one-third miles for a penny or the Glasgow transportation tram-cars.

It is estimated that the late Mr. James Dick's legacies to his Glasgow employes will absorb about £100,000.

Recently there passed away Mr. D. B. Buglass, governor of East Poorhouse, Dundee, at the age of 68 years.

It has been resolved to establish a Conciliation Board in Dundee for the settlement of disputes in the textile industry.

Mr. Archibald Taylor, inspector of hackney carriages in Edinburgh is dead. He had been in the service of the city for 18 years.

A fire which broke out in a Glasgow cotton warehouse did considerable damage last week. The workers escaped without injury.

At a meeting of the Royal Scottish Academy at Edinburgh, last week four Edinburgh artists and a Glasgow sculptor were elected associates.

Sheriff Fife, of Glasgow, imposed the full penalty last week against twenty persons charged with falling to notify cases of smallpox in their houses.

Greenock Corporation have decided not to appeal to the court of Session on the point whether the tramway company has powers to run cars on Sundays.

The fishery cruiser Vigilant, after a long stern chase, brought into Stornoway, the steam trawler Arkenes, of Newcastle, charged with illegal trawling.

At the ripe age of 88, the Rev. Dr. Fraser, the venerable minister of the parish church of Colvend, Kirkcubrightshire, died last week. He was a native of Auchsornish, Invernesshire.

Paisley Established Church Presbytery approved of the recommendation of the General Assembly's Committee to admit Rev. Julius McCallum, B.D., Paisley, a minister of the Baptist church.

Registrar Hope, at Edinburgh, has "hung up" for four successive years the discharge from bankruptcy of Mr. John Fraser, who succeeded in squandering between 1890 and last year no less than £43,000.

A recent decision of the Lord Deaf of Guild of Glasgow, granting authority for the erection of a theatre at Bath street and Elmbank street was affirmed by the second Division of the Court of Session.

A pauper who died at the Perth Workhouse recently left behind him a locked desk, which, on being forced open was found to contain £1,105. The man had lived alone, and apparently in dire poverty for years.

In celebration of his eighty-first birthday a Driffield octogenarian has just given a party, to which he invited sixteen guests, each older than himself. The united ages of the host and his friends amounted to over 1,400 years.

Lord Malcolm, of Poltalloch, is dead. His lordship, who was in his sixty-ninth year, came of a very ancient Scottish family, who claimed to be the head of the scattered remnants of the Clan McCallum. It was one of the tallest and strongest men that ever sat in the House of Commons.

## A HAPPY TIME IN STORE.

"So you are really engaged, dear?" said Elsie, gushingly, to her particular friend, Midge.

"Yes, dear," was the blushing reply. "I am really engaged at last."

"And to that stern, stolid-looking fellow, Alec Wilson?"

"Yes, that is the 'happy man,'" laughed Midge.

"Isn't he inclined to be masterful?" suggested Elsie.

"Oh, yes, dear," replied her friend, quickly; "he often says that after we are married he means to manage the house, look after my personal expenditure as well as his own, and, in fact, have his own way in everything."

"Good gracious! And you seriously tell me you mean to marry a man like that?" cried Elsie, in astonishment.

"Oh, yes, dear; I wouldn't give up the idea on any account. You see it will be such fun to show him how absurd such ideas are—won't it?" and the speaker smiled a wicked smile, which the happy Alec ought to have seen, but luckily didn't.

## SULTAN'S THRONE ROOM.

The throne-room of the Sultan at Constantinople is a gorgeous sight. The gilding is unequalled, and from the ceiling hangs a superb Venetian chandelier, the 200 lights of which make a gleam like that of a small sun. The throne is a huge seat covered with red velvet, having arms and back of pure gold.