

Wage Slavery.

The mode of exploitation at the present time is that of wage slavery. The Socialists are aiming to abolish wage-slavery, and to prevent any other form of slavery from taking its place. There are many workers who think they are free. They do not think of things as they are, but of things as they have been told they are by those who know no better, or who knowingly deceive the workers. The Socialists who explain the organization of society, and lay bare the system whereby men are enslaved to others, are teaching the workers the way to escape from their bond condition, and to walk free men in a free world.

There are three things which men must have to live—food, clothing and shelter. There are two other things which every human being should have—instruction and amusement. Food, clothing and shelter are produced by the labor of men's hands and brains. Instruction and amusement also need the expenditure of mental and physical energy to be obtained. For the production of food, clothing and shelter there are necessary material things—lands and machinery. Those who own these things in a concentrated manner have control of the lives of those who do not have these things.

Those who have not must go to those who have to get the means of life. Those who own tell the expropriated ones that they will give them certain sums of money if they will enter the places of production and work to produce food and clothing, and to build houses and buildings for sheltering men and beasts. With these sums the workers can go and buy, at the places the owners have erected, the means of life. Thus the workers sell their labor power, day by day, for a wage with which to purchase the necessities of life. All that they produce goes to the owners of the means of production—to the parasite class. But this parasite class surrenders back to the wage slaves a part of what they have produced in return for the wages given them. In this manner the slaves get but a fraction of the wealth they have produced. The rest goes to the master class, who are forever squandering the wealth thus acquired.

The Socialists say "Let us abolish wage slavery. Let us put the workers into collective control of the machinery of production and of distribution. Let the workers have the disposal of the full value of what their hands and brains have produced." When this happens, the workers will get all they produce. There will be none left over for the idlers. So if the idlers want the necessities of life, they can get them by doing their share of the social labor.—Cotton's Weekly.

The Wheel of Change.

Once upon a time a celebrated ignoramus said that "Things have always been as they are and always will be." And hundreds of millions of other ignoramuses have repeated the phrase ever since. But the intelligent reader will know there is nothing old under the sun. To-day is not the same as yesterday. To-morrow will not be the same as to-day. The earth, and everything on it, is constantly undergoing change. Once a mass of fiery vapor, it is now a garden teeming with life. Plants and animals and human societies have passed through transformation after transformation. The languages spoken, the houses we live in, the machinery we use, the laws we obey, the religion we cherish, the clothing we wear, the weapons we fight with, the customs we uphold, are all vastly different to those our naked ancestors knew. Even human nature has modified. It is less cruel, less bellicose, less brutal, less sensual than it was.

It will come, then, as no surprise to learn that men have not always worked for wages. Among the North American Indians, the early Britons, the ancient Teutons, in fact, all primitive peoples, wage-labor was unknown. There was no such thing as an employer, a land-owner or a money-lender in those days. Private property had not been invented. No one stood between the savage and his means of existence. The land, the forests, the streams and the dwellings belonged to the whole tribe, and our simple forefathers won their livelihood directly, without having to hand over a share of the spoils of the chase to some kind-hearted capitalist.

In the civilization of antiquity it was the exception rather than the rule for people to hire out their services to another. The empires of Rome, Greece, Babylon, Assyria and Egypt rested on slave labor, not only in agriculture, but mining, lumbering, building, even

navigation, was carried on principally by slaves. True, there was a large body of freemen, but these were self-employed in farming, fishing, trading, manufacture and piracy: that is, when they were not fighting or being drilled in the art of wholesale murder.

Likewise in the middle ages. Under the feudal barons most of the labor was performed by serfs. Indeed, it is not until the fifteenth century that we find the wage system taking a spurt forward, and not until the nineteenth century does it become firmly established. Two or three hundred years ago there were very few shops in which more than half a dozen men were employed, and the majority of them were apprentices. But to-day—well, you certainly don't need to be told about the age in which you live.—W. R. Shier.

WAR'S NEW HORROR

The Development of Flying Machines Brings Many New Methods of Destruction Into Consideration

Two interesting articles relative to the employment of aeroplanes or dirigibles in war, recently appeared in an issue of the Journal of Paris. The first of these deals with experiments made by some officers of Chalais-Meudon in destroying dirigibles. These experiments were made at the Eiffel Tower, and the method employed was to drop arrows, each carrying a small explosive charge, which burst on coming in contact with the envelope of the balloon, setting fire to the gas. A number of small captive balloons were secured round the tower, and the arrows were dropped on them by hand from the first stage. In every case the arrows exploded, igniting the gas and destroying the balloons. Further experiments will be made at varying altitudes. The idea is that an aeroplane or a dirigible with superior speed shall get above the enemy's dirigible and drop the arrows upon it in passing.

The other article, which deals with the employment of aeroplanes as fighting machines, and not mere instruments of reconnaissance involves a good deal of somewhat dry mathematical calculations; but the object of the writer is to show that it is feasible for an aviator to fly over hostile camps discharging bullets broadcast from his machine, and thereby inflicting considerable losses. He began by pointing out that aeroplanes have made flights of sixty miles carrying two passengers. If it is possible to do this, it would, according to the writer in Le Journal, be equally possible for the aviator to carry a quantity of bullets equal to the weight of two passengers. These need not be fired from a gun, because, according to the well-known law which governs the speed of falling bodies, the bullets only require to be released at a sufficient height to acquire sufficient velocity on reaching the ground to kill both men and horses. According to this law a bullet dropped from a height of 3,200 feet would have a velocity of about 460 feet per second on striking the ground. This altitude is easily within the range of aeroplanes, and bullets falling from that height would certainly kill any man or horse if struck in a vital spot. The projectile of the French rifle weighs 25 grammes, and 100 kilogrammes, or about 225 pounds weight, would contain some 4,000 bullets. One hundred kilogrammes would not, of course, weigh so much as two passengers, and, therefore, could easily be carried by a sufficiently powerful aeroplane. The aviator flying above massed troops could release this cloud of missiles, and probably cause a great number of casualties. He could fly a long way inside the enemy's position of attack, not among the scattered firing lines, but the reserves collected in thick masses of troop on the march, or even soldiers at rest in their tents in camp. In favorable circumstances an aeroplane could make four or five journeys of this kind daily, and fire the equivalent of 20,000 rounds of ammunition. The work could be repeated every day, and the French writer estimates that in this way each aeroplane would be equivalent to four regiments of infantry.

The writer also calculates that in attacking troops in masses, such as on the march or in reserve, at least one bullet in a hundred should be effective, so that each flight of the aeroplane would mean one hundred men killed or wounded. France now possesses at least fifty aeroplanes, which, as the writer estimates each to be equal to three thousand infantry, is equivalent to an army of 150,000 men. Apart from its mere destructive effect, the hail of bullets from an aeroplane might have very far-reaching effects in cases where it was able to be launched, for instance, against a group of general officers or the headquarters staff. It is also pointed out that if the aeroplane is fired at by the soldiers while overhead all the bullets discharged will fall back again on earth with destructive effect upon themselves, added to the effect of those dropped by the aviator. Finally the writer sets out the proposition that aeroplanes used in this way would be vastly superior to artillery as a death-dealing instrument. He urges that experiments should be begun immediately to ascertain the best method of employing them, and to learn the shape of bullet which will give the best penetration when dropped from a height.

BIG QUESTION FOR THE COMMONS

A Vital Subject at the Coming Session Will Probably be the Payment of the Members

The coming session of the British Parliament will in many respects be one of the most interesting England has ever witnessed, so many are the vital questions to be taken up. But of all these probably none is of more practical importance than the payment of the members of the House of Commons, a question that has been pushed into the front rank by the now famous Osborne judgment, which refused the labor unions the right to use their money for political campaign expenses and to pay the labor members in the House for their work. The judgment of the court has caused violent excitement in labor circles and the demand was made that the government, whose political existence to a certain extent depends on labor support, must bring forward a bill granting the labor unions the right to use their money for political purposes. A bill of this kind will hardly be able to pass through the House of Commons, as it is constituted now, and if it does, it will surely be killed in the House of Lords. A solution has to be found however. To drive the representatives of labor out of the House of Commons because they cannot afford to sit there is, of course, out of the question, and both great parties are, therefore, advocating, with more or less sincerity, the payment of the chosen representatives of the people. The government will hardly oppose this solution which was already suggested by Gladstone in a conversation with John Morley in 1891, but what is more remarkable is that even the ultra conservative press, like the "Morning Post," is in favor of it. Mr. Balfour has not said anything yet, but it is more than likely that Austen Chamberlain, who tries to imitate his father in everything, even in appearance, may champion the cause Joseph Chamberlain fought for twenty-five years ago. At any rate, the question will surely come up for discussion in the House of Commons, and the demand made by the Chartists in 1873, and which was then considered revolutionary, may be carried through in 1910.

PALACE ON WHEELS FOR HIS MAJESTY

Most Beautiful Railway Carriage in the World in Which King Takes His Journeys

To embellish and beautify a railway carriage so that it combines the perfect taste, the elegance, and comfort of a famous apartment in a Royal palace, would seem almost an impossibility to those who know by experience how uncomfortable a long railway journey can be. The impossible, however, is achieved in the magnificent Royal railway carriage made for the King and Queen of England. There is nothing in the world that furnishes such a striking contrast with the ordinary railway coach. It is really a drawing-room—in fact, a Royal palace on wheels.

This unique train is composed of six carriages, and the decorations and fittings of the interior are said to be unequalled in any rolling-stock in the world.

There are two saloons, one for the King and one for the Queen, and every conceivable contrivance for their Majesties' comfort has been installed. King George's saloon is decorated in white enamel and light green the furniture being of satin-wood inlaid with ivory. The saloon occupied by Queen Mary is also white enamel, relieved by touches of blue, and soft shades of pink. The smoking-room is a cosy apartment in mahogany, with fine inlays of rosewood and satinwood, while the dining-car is a sumptuous coach, the kitchen a model. There are balconies to each saloon, which are fitted with windows, so that they can be used as observation cars.

But even before their Majesties' comfort comes the consideration of their safety, and the precaution taken by a railway company to ensure against accidents during the Royal progress are of the most elaborate character. Fifteen minutes ahead of every Royal train goes a pilot engine, to see that the line, which has been cleared a quarter of an hour earlier, is in perfect order. Every quarter of a mile on both sides of the line a platelayer is stationed with hand signals and detonators in case of emergency. Each keeps in sight of his fellow, both on the right hand and the left, and no matter if the journey is from London to Scotland, the line is guarded in the same way throughout. When either the King or Queen travels to Balmoral, for instance, several hundred workmen are so engaged. By the side of the driver on the engine is a special look-out man, and on the train itself are all the principal officers of the company, a full complement of artificers in case of a breakdown, and two guards in electrical communication with the driver.

It also means that all ordinary traffic on the route is paralyzed for an hour, but thus their Majesties' safety is secured.

A large portion of Gowanda was destroyed by fire on Tuesday. Loss \$100,000, insurance \$12,000.

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THAT BALD SPOT

Don't let that bald spot grow! Go to your druggist at once and get a bottle of Parisian Sage and if that don't check the falling hair, and cause new hair to grow, nothing will.

Dandruff is the cause of baldness; dandruff germs cause dandruff. Parisian Sage kills the germs; eradicates dandruff, stops falling hair, and itching scalp. We will refund your money if it fails to do this in two weeks. Parisian Sage will cause the hair to grow, if the hair root be not dead. It causes the hair to grow thicker, more luxuriant, and puts new life into it.

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VICTIMS OF CONSUMPTION.

MOTHER AND TWO CHILDREN AT MUSKOKA FREE HOSPITAL.

Are Now Under Treatment—Husband, Too, Had Been a Patient—A Tragedy in Real Life—Heavy Debt on Institution.

A story from the Muskoka Free Hospital for Consumptives tells of a mother who, with her two children, is now under treatment in that institution. The husband had been a patient, but the case was an advanced one when the patient entered, and he has since passed away. There is little doubt but that the wife was infected as a result of caring for her husband, and now she is in the Muskoka Hospital. Her little girl, about five years of age, and a boy of ten are with her, both being afflicted with this dread disease.

The words of the mother are pathetic. She writes: "I went to a doctor and got him to examine my lungs to see whether there was anything wrong with them, and he said that the right lung was affected. A little rest, he hoped, would build me up. I have a little girl, about five years old, and the doctor says that if I could take her up with me it would do her ever so much good, as she is not very strong. I have three more children, and one of these, a boy of ten, seems also to be afflicted, and it is advisable that he should enter the hospital."

These three are of the 104 patients who are residents in this deserving institution and being cared for without money and without price. The sorry part of it is that the trustees are carrying a debt of something like \$40,000, incurred largely through the additions that have been made within the past year, and that have more than doubled the accommodation of the institution, together with the heavy cost of maintaining so large a number of free patients.

Readers who desire to help this great charity may send their contributions to Mr. W. J. Gage, Chairman Executive Committee, 84 Spadina Avenue, or to the Secretary, Treasurer, 347 King Street West, Toronto.

The Muskoka Free Hospital has ever lived up to its claims of never having refused a single patient because of his or her poverty.