

A REMARKABLE TRIBUTE

Unstinted Praise For John Bull and His Sons From Unusual Source

Commenting upon the absence of warships and armed men along the boundary between Canada and the United States, the Philadelphia North American published a remarkable article, well worthy of being quoted at considerable length.

"Perhaps history does not present such another case," says the writer, "of two peoples under separate sovereignties, with no purpose or design of governmental unity or even of formal treaty, and yet with so universal a feeling of oneness. No American holds a Canadian to be a foreigner. No Canadian looks upon an American as alien."

"Instead of a feeling of distrust, because we are so rich and populous and powerful, the Canadian feels in that very fact his greatest sense of security; next to the security he places in his own manly self-reliance—a feeling that Americans can understand and respect. They share its inspiration as they share its common source. For we know that the foundations of the American people and the American republic were laid by a stream of pioneers that poured from those Teuto-Celtic islands of which England is the largest factor."

"What a marvel has been this England! For nearly a thousand years her shores have been inviolate from the foot of an invader, while all the rest of Europe has been crosshatched in paths of blood. With an inexorable purpose unparalleled since the Romans marked the earth for their own, the sons of England have driven towards the outer marches of the world."

"Eastward and westward has gone their genius for empire. It subdued the virgin forests and the trackless prairies of North America, and with equal assurance it knitted the raveled sieve of ancient civilizations and imposed order on the chaotic despotisms of India. Then, with undiminished vigor, it turned to the jungles of Africa and let light into the remotest corners of the Dark Continent."

Wherever it has gone it has carried law and has held aloft the ideal of liberty. Freedom of conscience is not an English invention. But out of England have come the men who have spread it over the face of the earth.

"Her parliament is the mother of representative government, and to-day remains the most responsible and the most responsive government on the face of the earth—with the possible exceptions of those improved governments set up in the newer England beyond the seas."

"Her language is the vehicle of poetry unmatched since the golden days of Greece. Her Cromwell and Mariborough are the nearest rivals for the crown of the greatest soldier of the modern world. Her sailors, from Drake to Nelson, were on the sea for 300 years what Napoleon was on the land for 15. Her mighty navy is now the most powerful single influence for peace in all the world."

"Back of all this is the firm unyielding English character, with its love for order, its respect for law, its intense devotion to duty, its indomitable will to do what is to be done, its quietness to know the rights of man, and its unyielding courage to maintain them."

WOOD BLOCK PAVING

Pine Proving Good Substitute For Asphalt in Canadian Cities

The paving of city streets with wood is again coming into favor, new method of laying the pavements making this one of the most satisfactory of pavements. Vancouver's pavements are largely of wood. Eighty-two per cent. of the new paving in Minneapolis is wood-block, and Saskatoon and other Western towns are giving the wood-block paving the preference.

Best results are obtained from rectangular-shaped blocks cut from Southern or Norway pine which are thoroughly seasoned and creosoted. This latter process not only lengthens the life of the wood but reduces its absorptive capacity for water, thus preventing the weakening of the wood-fibres and reducing its tendency to buckle. The most approved method of laying this pavement used in London, New York and other large cities, is to first make a concrete foundation four to six inches thick on which is laid a thin layer of sand, or, better still, of moist Portland cement, into which the blocks are closely set.

The blocks are from five to nine inches in depth and must be free from defects. Care must be taken to place them with the grain perpendicular to the road-bed. If laid with the long edges at right angles to the curb the joints are apt to become worn by the calks on horses' shoes, so to prevent this and to best provide for possible expansion, the paving is laid at an angle of about sixty-seven degrees with the curb. The joints are usually filled with ground cement and the surface of the paving is then covered with a thin dressing of coarse sand, which beds into the pores of the blocks and roughens them. Such a pavement has the smoothness of asphalt and will last almost without repair for fifteen years under ordinary conditions.

THEORETICALLY EASY TO FLY ACROSS OCEAN

Inventor of Telephone Thinks It Not Impossible With Present Day Machines

Dr. Alexander Graham Bell, inventor of the telephone and a pioneer in the use of heavier-than-air flying machines, believes that Lord Northcliffe's offer of \$50,000 for the first flight across the Atlantic in a hydro-aeroplane within 72 consecutive hours will soon be claimed.

While certain modifications in existing machines ought to be affected, Doctor Bell says that as aerial science stands to-day the offer is a good sporting chance for airmen.

"There are machines existing now," said Doctor Bell, "which, if they can continue doing for twenty-four hours what they have done already for shorter periods, will make the flight possible in a single day. The 72 hours is a much longer time than will be needed. If the ocean is to be traversed in an airship at all, it will be in far less time than Lord Northcliffe allows."

"If I were to make the flight," said the veteran inventor, "I wouldn't make any allowances for alighting at sea and replenishing my fuel. To make the trip at all, it ought to be done in a single spurt."

"While hydro-aeroplanes can take to the water and rise again into the air the chances are against their doing anything of the sort. There is also very little likelihood of their finding the supply ship from which to replenish their tanks. Even if the wings of the airship are not injured by the descent, the chances are that once on the water it would remain there until picked up, or until, under the buffeting of the sea, it went lower still and disappeared."

Doctor Bell referred to his laboratory notes and stenographic reports of conversations with the Canadian inventor, F. W. Baldwin, a couple of years ago, looking to long flights by aeroplanes through high altitudes.

Doctor Bell's ideas, based on his investigations made with Mr. Baldwin, is that the greatest service will be got from the aeroplanes flying at great heights. Mr. Baldwin advanced the idea, which Doctor Bell at once accepted, that the resistance to the forward rush of an airship diminishes in exact ratio with the density of the air. He found that life could be sustained at a great height if the density of the air was one-third the normal density at sea level.

Therefore a machine capable with sufficient propeller revolutions of driving 40 miles an hour at sea level—and much greater speed had actually been attained—would go at a rate of 120 miles an hour in the rarer atmosphere.

Even if the atmosphere were thinned to one-third its normal density, a speed of three times the normal rate would project the aviator against exactly the same number of particles of oxygen as if he went 40 miles an hour on sea level, Dr. Bell declared.

In other words, the onward rush of the machine would preserve a normal atmosphere. At the same time, the higher speed would give the lighter air precisely the supporting power of heavier air at sea level with the lower speed.

"Starting at Halifax," said one passage in Doctor Bell's notebook, "in the early morning by daylight, we should reach the coast of Ireland in time for a late dinner. This is assuming that the distance is 2,000 miles."

Doctor Bell's calculations were based on an airship capable of 40 miles an hour at normal elevations. He proposed for it to fly actually five miles high in one-third the atmosphere with a triple speed.

"MAN A QUADRUPED"

Learned Savant Thinks Physical Erection is Wrong

Is the "upright carriage" of the body all a mistake? Dr. Earnest Klotz, a well known Leipzig physician, thinks it is a very great mistake, and in a learned book, "Man, a Quadruped," tries to prove that human beings ought to crawl about on all fours. The cause of half our illnesses and of nearly all our digestive derangements is, says Dr. Klotz, the vicious practice of walking erect. "The spinal column, not the head, is the natural roof of man." Walking erect displaced all the organs, which hang lower in the body than nature intended them to be. If a man crawls instead of walking the organs tend to hang in the right position from the spinal column.

Paper Garments

The best results yet attained in various attempts that have been made to produce a wearable cloth from paper are said to be those produced by a patented process employed in Saxony. Narrow strips of paper are spun into yarn, which may be woven to form cloth. Better results are had by spinning paper and cotton together, and still better cloth is made by a combination of paper and woolen yarns. The fabrics do not, of course, possess the strength and durability of ordinary cloth; but useful clothing is made of them at a low price. They may be washed without injury.

VETERAN RAGERS ON SEA AND LAND

Old Vessels, Engines and Men That Decline to be Relegated to the Scrap Heap

The Britannia, King George's big yacht, is now twenty years old, but is still able to hold her own against almost anything afloat of her own size. Racing yachts are supposed to be fragile affairs, but some of them last a deal longer than anyone would be likely to imagine. Britannia, for example, has several competitors to which, in spite of her score of years of life, she is a mere chicken. Of them all, Bloodhound possesses by far the most marvellous record. Bloodhound is a forty-ton cutter, which was built as long ago as 1874. In 1907, after a long career of successful racing, she was sold to be broken up, when Lord Ailsa, for whom she was originally built, bought her in to save her from the shipbreaker's yard. He refitted her; and that year she won thirty prizes in forty starts, sixteen being firsts. In 1908 she was racing again, when she was run into by another yacht, L'Esperance, and was got on to the mud only with great difficulty in time to save her from sinking. It was thought that this would end her career, but her owner raised his old favorite and repaired her, and 1909 proved her most successful of all seasons. In it she won fifty prizes.

It was in 1851 that the all-conquering schooner America arrived in British waters and swept the board, carrying all before her in the events for which she entered. After a long and eventful career, in which she figured as cruiser, blockade runner, and practice vessel for naval cadets, she was refitted as a racer in 1875 and finished fourth in a fleet of twenty-five starters. She was then sold at auction for \$5,000, and so late as 1897 was still going strong.

Pioneer Locomotive

Yachts are not the only products of man's ingenuity which retain their speed to an advanced age. That most famous of all Great Western Railway engines, the Lord of the Isles, was designed by Sir Daniel Gooch in 1842, and soon after she was built attained the then unheard-of speed of seventy-seven miles an hour. It was not until the year 1908 that the Lord of the Isles and her sister the North Star were sent to the scrap heap, and they were still capable of holding their own in the matter of speed with most of the later productions of railway engineering skill.

In years to come our descendants will look with interest at some of the famous motors which made records in the first decade of the twentieth century. A petrol motor ages more rapidly than any other form of engine.

F. T. Jane, the British naval expert, drives a racer which was built as long ago as 1903, yet still possesses a tremendous turn of speed.

Weston's Little Walk

On the race track we find horses which, though they have attained what is for a horse old age, can still beat competitors of half their age. Of these, Manifesto and Dean Swift are the two most notable examples of recent years. Manifesto was somewhere about eighteen when he won his last Grand National, and Dean Swift was flat racing and winning up to about ten years old.

Of veteran racers of the two-legged variety, it is probable that the most wonderful of recent years was Edward Weston. Having once walked from New York to San Francisco he thinks nothing of a 1,000-mile jaunt.

REFUGE FOR BALL PLAYERS

Job of Scout or Umpire Open to Those Who Make Good

When veteran ball players serve their usefulness there is just two havens of refuge for them. One is the position of scout and the other is that of umpire. Provided he has been successful as a ball player he can make good in either capacity, his wide experience being of great service in either undertaking.

Three of the veterans who have seen their best days on the diamond—Theodore Breitenstein, William Hart and Win Kellum—served on the umpiring staff of the Southern League. In the umpiring days Breitenstein and Hart were quite successful, while Kellum was too much lacking in backbone to show anything like good work. His knowledge of the game was all right, but his decisions in close cases lacked the samirra.

Breit, Hart and Kellum began pitching ball in the young days of the league, and grew up with it. They had served to see many stars come and go, yet they continued like the famous brook. The main cause for their long service was the good condition in which they kept themselves. All realized that the game was their livelihood, and they took care of themselves accordingly. Half the job in umpiring is learning just how to control certain players and not half so much in the decisions that are made. Some players will kick on any decision, no matter whether it is right or wrong, and to satisfy this class it takes a certain treatment which umpires have to take time to learn.

Washing Grimy Hands

Every automobilist who has had to repair his machine has longed for some way to wash his hands, ordinary soap and water being almost useless as a means of removing the many and tenacious varieties of dirt that gather upon them on such occasions. So chauffeurs and men who drive their own cars will welcome the directions given by an authoritative French scientific magazine. This paper directs that the hands be rubbed with gasoline, the operation being twice repeated; then they are to be washed in sweet oil or butter after which a thorough washing with soap and water will remove the last vestiges of dirt. The nails, however, require special attention, and it will repay the automobilist to keep a mixture of benzine and alcohol expressly for his hands.

New Photographic Light

Photographers now receive light very similar to that through the traditional studio skylight by vapor tube electric lamps filled with carbon dioxide instead of mercury vapor.

Never in Theatre

Speaking at Toronto, Hon. S. H. Blake declared he had never been in the races, or in a theatre or had playing cards in his home.

A WINNING FIGHT

Telling of the progress made in combating the terrible 20th century plague—Consumption.

Notwithstanding the enormous increase in population in Canada in the past few years, it is more than gratifying to be able to record that the fight which the National Sanitarium Association are putting up against the "white plague"—consumption—is proving a winning one.

Prior to 1896 deaths from Consumption were on the increase every year. In 1910, despite the greater number of citizens, the figures in Ontario alone showed a decrease of 118 over those of ten years ago. Isn't this splendid testimony to the noble work going on?

Maybe you haven't a father, mother, sister or dear friend of your own afflicted, but wouldn't it feel good to help some poor soul in the throes of the dread disease to get back into the wage-earning class—to return cured to wife and loved ones?

Our proud boast is that no needy Consumptive has ever been refused admittance to our Free Institutions at Weston and Muskoka because of poverty. But the good work cannot expand without your kindly sympathy and material help.

The need is urgent. If you are blessed with that greatest of all blessings, good health, think of your needy suffering brother and sister.

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