

# The Matriculation Exam Results

The Students Who Were Successful from Victoria County

The following list shows the results of the junior matriculation examination for Victoria County, as announced yesterday by the Department of Education. It indicates, firstly, that those who have fulfilled the requirements of the University of Toronto for a full matriculation to that institution. It also gives the names of those who have written one or more papers of the examination and obtained 40 per cent on each paper.

In cases where matriculation candidates wrote also on the Normal entrance examination, the appearance of their names on the list is an indication only that they passed the actual matriculation papers taken. The matriculation value of the standing obtained at the Normal entrance examination can be ascertained by presenting the certificates obtained by the candidate to the registrar of the university or college to which admission is sought.

The certificates containing the marks secured by the candidates at the junior matriculation will be sent to the principals of High schools and inspectors in the course of a week. To these officials applications for reports in detail must be made, and not to the Education Department.

## VICTORIA

N. Allely, T. Atcheson, H. G. Burn, L. Clark, J. E. Coulter, L. S. Cruess, N. B. Davey, H. S. Donaldson, E. Hart, R. W. Hardy, K. M. Miller, J. T. MacDougall, F. H. Mullett, N. Nesbitt, H. Philip, V. M. Preston, A. A. Patton, G. R. Rogers, A. W. Selby, V. R. Sproule, A. G. Stewart, C. E. Sutcliffe, O. N. Williams, M. L. Wood, H. Wilkinson.

# Progress Made in Aeroplanes

At no time in the history of aerial navigation has there been so much activity as at present, at any rate as far as this side of the Atlantic is concerned, writes a London Correspondent of the Winnipeg Free Press, under date of July 15th. The hero of the hour is Hubert Latham, who by the time these lines appear in print, may have bridged the channel on or in his monoplane. On the other hand his wings may have failed him, and he, after a heroic dive into the deep depths beneath, been picked up by one of the torpedo boats which will accompany him below on his flight. After a comparatively short training Mr. Latham has stepped, or rather flown, before the public as a dangerous rival of the Wrights, Farman, McCurdy, Cody and several others, intrepid men, who are seeking the conquest of the air.

From all accounts Mr. Latham is considerable of a genius in navigating aerial machines, and with the exception of the Wrights he has remained in the air longer than any other living navigator. The monoplane, which has been designed by a Frenchman, consists of a skiff-like body from each side of which a main plane springs at a slight upward tilt.

It has a single propeller which is mounted in front of the central body, close behind which is the motor. Another notable feature of this machine is that the pilot has a most comfortable seat and is well protected from the wind, while at the same time his position allows him to keep a clear outlook. Those who have seen the machine describe the underframe as being an exceedingly clever bit of work; it resembles the framework of the Canadian ice boat, and is designed to well receive the first shock of landing. Another feature of Mr. Latham's monoplane is that its machinery enables it to be started without the use of extraneous mechanism.

## CROSSING THE CHANNEL

When Mr. Latham announced his intention to fly the channel, considerable scepticism was expressed by experts, but these were shortly confounded by the aerialist having made a flight of over an hour's duration. Interviewed a few days ago Mr. Latham stated that speed was the secret of his success. With a wonderful eight cylinder petrol motor, he is able to thrust back the air so forcibly as to attain a speed of sixty miles an hour. His monoplane is un-

doubtedly the fastest thing of its kind that has ever flown, and he expected to cross from France to England in half an hour or less. He was not over confident of success on the first attempt, but he was convinced that ultimately he would cross the channel. His principle ground for believing in his success was by reason of the high rate of progress through the air, which would enable him to overcome the vertical currents of air, which are the greatest drawbacks to aerial navigators. The high rate of speed would give the aeroplane the stability to pass through any such currents quite unchecked.

The aeroplane, with the navigator on board, weighs only half a ton. Should he be successful in his attempt he will secure the \$5,000 prize which is offered by a big London daily to the first visitor who flies the Channel in an aerial machine. In the meantime he is not the only voyager who is daring the flight of the heavens.

Mr. Lambert, it is stated, will also attempt to fly across the Straits from Wissant in his Wright aeroplane. Another flier, Mr. Cockburn, is also in France at Chalons-sur-Marne; experimenting with a Farman aeroplane. He was successful in keeping in the air for half an hour. He recently met with a not very serious accident. Talking to an expert the other day the writer was assured that amongst the attractions at the Winnipeg's Worlds fair in 1912 he had not the least doubt that aeroplanes would be amongst the most attractive.

## DR. BOYD IS SECRETIVE.

As regards airships the greatest sensation has been aroused by the achievement of Dr. M. B. Boyd, one of the principal aeronauts of England, carried out with remarkable secrecy. He, in company with a couple of engineers sailed across the Irish Channel between the hours of nine and 4 p.m. the landing being at a place not many miles from Belfast, where a hiding place was found for the airship. The following night the airship again safely navigated the passage. Beyond making the bare statement of his true trips Dr. Boyd refuses to allow anything to be made public concerning the construction of the invention, but he promises that a trip will be made in broad daylight within a month or so. In the meantime a few of the doctor's friends, including a well-known millionaire and a director of one of the principle English railroad companies have formed a syndicate with a capital of \$1,000,000 for the construction of these ships.

Another important step in the history of aerial navigation is the announcement that the British government has placed an order with Messrs Vickers, Son & Maxim for the construction of a large dirigible balloon. This item of news taken in conjunction with the Boyd company shows that this method of travelling is entering the realms of practicability. Wilbur Wright, on his recent visit to England expressed the opinion that this country would prove to be the best market for aeroplanes in the world. When he was over this side of the waters it was believed in some quarters that he was prepared to dispose of his rights. It would now appear, however, that he was merely sizing up the situation with a view to finding out what sort of a customer the Englishman would prove.

## BRITAIN TO THE FORE.

As a matter of fact, he gave an order to a British firm to construct six biplanes of his own type, and which he himself disposed of to customers. As was the case with the automobile, so it will be with the flying machines, and in the estimation of all those whose opinion is worth anything there will be more of these in the hands of private individuals before the end of a very few years than in the case in any country. In the meantime the woods are full of small inventors—American, French, German—all endeavoring to "unload" on John Bull the work of their brain, needless to say at exorbitant rates. A patentee recently informed the writer that the patent office was chiefly engaged in registering patents in connection with aeroplanes. These are made as broad as ever they can be and it is plain to see there will be plenty of litigation in the near future. It is satisfactory to that portion of the English speaking people which live under the British flag, to learn that while England is proceeding with less sensationalism there is as much activity and brains engaged in England as in any other country, which will undoubtedly be made manifest in the course of the next couple of years.

# WILL SELL THE LIMIT Government Mining Property Under Hammer CONTAINS 380 ACRES

Whitney Government Decides to Dispose of Valuable Silver Claims Known as the Gillies' Limit Which Was Exempted Early in the Mining Rush—Shafts Have Already Been Sunk on It.

Toronto, Aug. 6.—The sale of the provincial mine on the Gillies' Limit, which comprises some 30 acres immediately south of the Nipissing mine and Cart Lake, has been decided on by the Ontario Government.

The other portions of the limit, which have not been previously disposed of, about 350 acres in extent, will also be offered for sale at the same time. These have been divided into 20 parcels. Surface prospecting has been done on these.

Public tenders will be received for the purchase of the properties up till September 13.

The conditions of sale include the payment of 10 per cent. royalty at the mouth of the pit, which should net a substantial revenue to the province.

An official prospectus of the condition of the mine, with particulars of its operations and the results achieved is being prepared by Thomas W. Gibson, Deputy Minister of Mines, after conference with Hon. Frank Cochrane for the guidance of intending purchasers.

It is understood that the Government experts thus set free from actual mining operations, will be utilized to make further explorations on the limit.

Diamond drilling in July on a vein in the provincial mine on the eastern boundary of the property near the Savage claim, resulted in a strike of ore at a depth of 125 feet, while two or three other veins were struck out deeper down. A shaft has been sunk here to a depth of 70 feet.

There is also another shaft 140 feet deep on another vein, with levels at 65 and 125 feet respectively.

There are good buildings and a good boiler and compressor plant on the property, with all the other machinery necessary for the working of the mine.

Three cars of ore have been shipped to date, two of cobalt and one of silver, and there is still some ore in stock.

# Something About The Maskinonge

(Lucius masquinongy.) Body elongate, though stout, caudal peduncle short and slender. Head large, eye nearly in the middle of length of head. Mouth very large the maxilla extending to below the hind margin of the eye, the teeth are as in the pike, but even more formidable. Dorsal and anal fins far back. Caudal deeply forked.

Color, dark grey, greenish or brownish, always darker on the back, lighter on the sides. Belly white or whitish. The fins usually have dusky spots or blotches, the lower fins and caudal are sometimes reddish. The body markings vary a great deal. In the young the upper half of the body is covered with small round black spots, which usually change their shape or disappear as the fish grows older. In mature fish the spots are more diffuse, sometimes enlarging to an inch or more in diameter, or by coalescing, form vertical broad bands, while in others there are no distinct dark markings. All these various markings are found in fish from the same locality. The majority of lunge in our waters are unmarked, or show faint bars, the spotted form being the most uncommon.

The distribution of mascalonge in our waters is somewhat irregular. It is found in the St. Lawrence about the Thousand Islands, in the waters of the Valley, Lakes Scugog, no record of its occurrence in any of the Great Lakes except Lake Erie and the Georgian Bay, where it is quite common. Its northern range is not yet clearly defined, but does not probably extend beyond the height of the land.

Spawning takes place early in the spring, soon after the ice goes out, in shallow water about the reed beds. Here the females deposit a large number of eggs, from which the fry hatch in from fifteen to twenty days, according to temperature.

The lunge is, except at pairing time, a solitary fish, usually lying concealed among aquatic plants, at the sides of channels, or in open lakes, beneath shelving rocks, from whence it darts upon every living thing unfortunate enough to come

within its reach and small enough to become its prey.

When taken in the autumn, at which time it is in high condition, its flesh is firm, flaky, and of good flavor and its fighting qualities at their very best. In summer it affords comparatively little sport and its flesh is apt to taste weedy.

Under favorable conditions mascalonge attain an immense size, fish of eighty to one hundred pounds weight having been taken in various places. We do not often see such monsters now, but specimens ranging from thirty to fifty pounds are captured every season.

# Argentine's Clime and Production

The Republic of Argentine is, says a writer in the Springfield Republican, as varied geographically as the United States, a large part of its area lies in the temperate zone—all, in fact, except a bit to the north near Paraguay, called the Chaco. Of this area (about 1,135,000 square miles), a large proportion of the productive land is contained in the pampas or prairies. To the south of this lies the desolate region of Patagonia. To the west one comes to a sharply defined dividing line between pampas and brush country. This is the fore-runner of the foothills of the Cordilleras which in places reach attitudes of 23,000 feet or more. When we consider the pampas in connection with its immense river system, the Rio de la Plata, how easy it is to draw a parallel to the Mississippi valley.

To the west the brush country will answer for comparison to the states of New Mexico, Nevada, Utah, and Wyoming, even to there being a "Great Salt Lake." The Cordilleras represent the Rockies and Sierras, and hill, if it were only a part of Argentina, would fill out comparison even to the Pacific ocean. Until 30 years or less ago it did not occur to the Argentinian that he could raise anything else than cattle or sheep on these immense level stretches, except along the river. But now wheat has come to be a staple product here and the western march of the great cattle "rancho" is but a repetition of what we have seen going on for 40 years or more in the Western United States. Even yet, however, and no doubt for some years to come, cattle, sheep, hides and wool will hold a leading place among the country's products. Until the practice of shipping frozen meat became general, sheep were raised for wool only. Now immense quantities of frozen mutton go annually to Europe in fast boats.

Argentina, though the most progressive, perhaps, of the South American countries, still is Spanish and cannot readily throw off the heritage of lack of enterprise. Fruit is plentiful in season and almost impossible out of season, there being no ice except a very little that is manufactured and requires a fortune to buy. One would have to search a long time to find grapes larger and more delicious than can be had during a season of three or four months, for aprice that would hardly seem to pay for the picking.

The Italian is the principal merchant. He is easily assimilated into citizenship because of language, religion and mode of living. The very best class of Italian immigrants have come hither and now form a highly respected portion of the population. In furnishing examples of thrift and industry to people so lacking in these qualities as some classes of Argentinians are, is a sufficient reason for a grant of citizenship, these people deserve it. Whole colonies of Italians have been established in various places. So large a percentage of the immigrant class has come from Italy that they have even had some effect upon the language, noticeably in the modification of the sounds of the letters.

## Peterboro's New Theatrum

Mr. W. Edwards, manager of the Crystal Theatrum, Peterboro, returned yesterday from Berlin where he had been consulting his partner Mr. Oscar Bumble, Mr. Edwards informed a reporter yesterday that it was their intention to erect a handsome new moving picture theatre in Peterboro with a seating capacity of eight hundred. Mr. Edwards was not prepared to state just where the new place would be situated. They were considering several locations. The theatre would be commenced just as soon as a suitable property was secured. No time would be lost as it was intended to have this play house ready for opening this fall. Mr. Edwards at one time tried to secure the Lyceum theatrum in Lindsay.

# Haliburton and the Train Service

Secretary of Board of Trade Receives Letter from that Point

The following is a letter from Robertson Bros., general merchants at Haliburton, to the local secretary of the board of trade. The report referred to in the letter refers to Mr. Donald's letter which appeared in the Post a few weeks ago and which was copied by the Minden Echo. Along with the letter Mr. Donald was presented with a book of beautiful illustrations of the village of Haliburton, the surrounding lakes, and the large chemical works of the Wood Products Co. at Donald. The letter is as follows:

Haliburton, Ont., Aug 3, 1909.  
J. P. Donald, Esq., sec. Board of Trade, Lindsay:

Dear Sir,—We have much pleasure in presenting you with one of our newly gotten up booklets. We read with much interest your report in the Minden Echo re train service to Haliburton and everyone who has read it (which is nearly everyone) sounds your praises for the same. We got up a largely signed petition last winter and sent it to the G. T. R. but have no result as yet, but if Lindsay and Haliburton along with intervening places continue to kick we will in the end get something better. Several people have asked us to thank you for this report and to ask that you keep it up, and that at sometime, the people of the north will be able to recompense you for same.

Thanking you again heartily, and trusting to hear again from you in the capacity as heretofore, we are

Yours very truly,  
ROBERTSON BROS.

# The Torment Was Hard to Bear

A modern lady died and went to Hades. His Majesty met her deferentially at the gate.

"Will it be possible for me to secure an establishment here?" she asked.

"Certainly, madam."

"In a desirable location?"

"I think so."

"I don't care to be near the raff. And I should like to be sure and get suitable servants."

"You should experience no difficulty. There are several good agencies."

"I could give dinner parties whenever I liked?"

"Dear me, yes."

"And make a splurge at it?"

"Oh, certainly."

"I should expect to spend my summers abroad."

"Quite right. Return tickets free."

"You have operas?"

"Several, devoted to the haut ton. The lady lifted her lorgnette. She smiled slightly.

"Do you know," she said, "I am agreeably surprised. I was afraid this place was not kept up to conform to the best standards. It troubled me to think I might possibly have to associate with my inferiors. I am glad to see that you have such a sense of the fitness of things. I am very glad to have renewed our brief acquaintance made on earth and I will trouble you to see that my arrival is chronicled in the society columns of your papers."

His Majesty bowed respectfully.

"Sorry, madam, but that will be impossible."

She gazed at him haughtily.

"How is that?" she asked, sternly.

"There are no papers her. There are no society columns. No matter what you are doing, the public is in absolute ignorance of it."

And sinking back she muttered softly to herself:

"This is indeed hell!"

## MISCELLANEOUS NOTES

It takes eight times as much strength to walk upstairs as it does to walk on level ground.

More than 125,000,000 pounds of rubber are used in the world each year.

Nine tenths of Germany's population can be fed by products of her own soil.

# CANADA'S FAMOUS MEN AND WOMEN

Gladly Testify to the Great Value of "Fruit-a-tives"

Hon. Senator Costigan (member of the Cabinets of five Premiers of Canada), says:—"Fruit-a-tives is the only medicine I ever took that did me any good for Constipation."

Mrs. J. R. Flock (widow of one of the most prominent physicians in London), writes:—"I was a constant martyr to Stomach Weakness all my life and no physician could cure me, but Fruit-a-tives gave me entire relief and I strongly recommend this medicine."

Mr. James Dingwall (Superintendent of St. Andrew's Sunday School in Wilmamstown, Ont., for nine years) writes:—"I am now over eighty years old, and I can strongly recommend Fruit-a-tives for Bladder and Kidney Trouble and Chronic Constipation."

Mr. H. Marchessault (High Constable of Quebec), testifies:—"I suffered ten years with Severe Pain in the Back. Nothing did me any good until I took Fruit-a-tives."

Mr. W. J. McComb (the leading merchant of Trenton, Ont.), writes:—"I was a martyr to Headaches—consulted doctors—wore glasses—without the slightest relief. Then I took Fruit-a-tives and this remedy cured me."

This is the kind of evidence that convinces. Dealers everywhere sell "Fruit-a-tives." 50c a box, 4 for \$1.00 or trial box, 25c. Sent postpaid on receipt of price. Fruit-a-tives Limited, Ottawa.

# RAILWAY and OCEAN TICKETS.

T. C. Matchett, Agent for Canadian Pacific Railway and C. P. R. Steamship Lines; also Allan, Dominion & Donaldson, and White Star and Cunard Lines.

All information, maps, etc., furnished on application. Call or write.

T. C. MATCHETT, 60 Kent-st., Lindsay.

# Summer Clothes

J. J. RICH, Merchant Tailor, LITTLE BRITAIN, - ONT. is prepared to fill our wardrobe with all the latest styles.

Fine Suitings of the Latest Weave. The Best is None Too Good for Our Customers.

# J. J. RICH

# LOOK

Special Bargains in Bread Twine at F. P. COAD'S GROCERY STORE OAKWOOD. Also Flour and Feed of all kinds always on hand.

Most Dutch cities are served below the sea-level. Matrimony is catching, as an ex-bachelor has discovered to his sorrow.

You cannot possibly have a better Cocoa than EPPS'S

A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent cocoa maintains the system in good health, and enables it to withstand winter's extreme cold.

Sold by Grocers and Storekeepers in 1-lb. and 1/2-lb. Tins