

WALL PAPERS SELLING CHEAP.

Just a few days more of our great clearing sale of hundreds of patterns of Modern Wall Coverings to make room for our new spring stock.

Many housekeepers have found this a profitable opportunity to buy for future use, and owing to the stock being large the choice remaining is unlimited. Remember—Walls, Ceilings and Border at the same price. Come and save money.

GEO. McFADDEN,

WALL PAPER KING, Etc., LINDSAT.

ICE-BREAKER AT FORT YORK.

CAN HUDSON BAY BE USED AS A GRAIN AND FREIGHT OUTLET?

Commercial Value of the Possibility of Winter Navigation.

(Winnipeg Tribune, Jan. 31.) There is now lying at Fort York a curious boat as ever ploughed the waters of Hudson's Bay. Though the first adventurous cruise of this vessel was completed last week, not a word of the narrative has before reached the public ear.

The momentous fact of the whole epic is that in the month of December a ship has ploughed, rammed and blasted her way through the frozen sea discovered by Hudson, and which before has never been divided by the form of any vessel during the months when the North King reigns in his frozen halls.

For a number of years now ice-breakers have been used in the Baltic sea to open a passage, through the ice for cargo boats. Such vessels have been written of in the press and pictured in the monthly magazines. A group of English capitalists some time ago proposed to experiment along similar lines in the Hudson's Bay. Consequently more than one vessel of the ice-breaker class was built at Birkenhead, England, with circumstances of secrecy. The vessels are known by numbers and have no names. The vessel which has made the voyage from Liverpool to Fort York in December is of 10,500 tons register, with engines which develop 12,000 horse power.

The vessel is built of solid steel forward with scap-snapped bow that enables her to rise on the ice when her powerful engines, working at their greatest capacity, send her headlong into the ice field before her. With a grinding crash the vessel lifts to the throat of the engine, and by sheer weight and strength of metal bursts the solid barrier of ice. The strength that is given by the builders to her hull to enable her to withstand the terrific strain is enormous.

The vessel has six propellers instead of the two carried by the ordinary steamer and the three carried by the Allan in addition to two others which are situated in the bows. These are for the purpose of creating a great back-draught of water which tears the broken ice from its position and sends it swirling under the hull and astern the ice-breaker. This device the Birkenhead has in common with the Baltic sea ice-breakers. But one new feature which is introduced into the Birkenhead boat as an experiment is an arrangement for blasting the ice when it proves too obdurate. The apparatus is somewhat similar to the star torpedoes which were used by the gunboats in the American civil war. A projecting tube overhangs the bows of the ice-breakers and at the end of this is placed a charge of dynamite. The tube is brought into contact with the ice, the charge is exploded and the ice is rent into fragments. The ice-breaker backs away, and with smoke pouring from her funnels she charges the ice. She throws herself upon the resisting mass, sinks like a seal upon its edge and sinks down again on an even keel in a welter of flying ice. The ice broken through during the voyage averaged about two feet six inches.

It must be remembered that the Hudson ice in a severe winter will be as thick as four feet. The ice breaker now lies at Fort York, and that it will lie until April brings a breaking up of the ice. This winter has been unusually mild and conditions have been favorable to such a passage. But so far it has been proved that the Hudson's Bay is not impregnable. The possibility of breaking thicker ice can be solved by bigger hulls and more powerful engines. The commercial value of the proved feasibility of the passage is great. A frequent scene in the Baltic is the "Gormack" ice breaker with a string of merchant vessels following in the channel cut by her in the ice field.

There are some English capitalists who, in the event of the possibility of the passage through the frozen Hudson's Bay being proved, will consider the making of a canal from the north end of Lake Winnipeg along the Nelson river to its mouth in the Hudson Bay. At present there are twenty-eight portages to be overcome, and the canal would obviate this difficulty. The widening and improving of the Red river would follow this, if it ever materialized, and thus Winnipeg would become a port with direct ocean communication.

THE BEST IN THE WORLD.

BRITISH POSTOFFICE GIVEN THIS PRAISE BY N. Y. POSTMASTER.

Yearly Profit of \$25,000,000—Better Than America.

There are some details in which "the old country" still leads the world. The British postal service is a notable instance to which the attention of Americans has lately been forcibly directed to an official report. Mr. Wilcox, the postmaster for New York, has lately returned from a trip to Europe. He tells us that of all the services inspected the British post office is by a long way the best. Mr. Wilcox speaks with the authority of an expert who has devoted much time and study to the subject.

"The British post office," to quote the New York World, which has been reviewing the question, "makes a profit of \$25,000,000. The American loses \$2,800,000 on a business twice as great. The British service is far superior. The postman makes six rounds per day even in the small towns. A local letter is mailed anywhere in London is delivered in two hours. Rural free delivery is universal, not partial, as in America. Delivery is daily everywhere in the kingdom except to very distant farmhouses. A 4-ounce letter goes for 1d.; the American limit is 1 ounce. The register fee is 2c., and American's 4d. Parcel post costs from 3d. up to 1s. for 11 lbs. The American limit is 4 lbs., at 1s. 4d. for third-class matter. Special delivery costs in Great Britain 3d. a mile, without other postage. British postal orders cost from 2d. up to 10s. for £10. American money orders cost from 1 1/2d. up to 1s. 8d. for £20.

"The shorter distance," says the World, "accounts only in part for the striking superiority of the British post. The main reason for the inferior character and greater cost of the American is that the money-order and parcel post rates and limits are arranged to suit the express companies and that the rate of payment to the railways for hauling the mails are fixed by a system so preposterous as actually to invite and reward the collusive defrauding of the government."

Lame Back.

The ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If this does not afford relief, bind a piece of Chamberlain's Pain Balm. Quick relief is almost sure to follow. For sale by all druggists.

No Quit Whitewashing.

A Michigan editor who grew tired of wielding the whitewash brush in the matter of obituaries, decided to reform and tell the truth just once. He commented as follows on the death of a well known citizen: Died —, aged 56 years, 6 months, and 12 days. Deceased was a mild-mannered pirate with a mouth for whiskey and an eye for blood. He came here in the night with another man's wife and joined the church at the first chance. He owed us several dollars on the paper, a large meat bill, and you could hear him pray six blocks. He died singing "Jesus Paid it All" and we think he was right, as he never paid anything himself. He was buried in an asbestos lined casket and his many friends threw palm leaf fans into the grave, as he may need them. His tombstone will be a resting place for hoop owls.

That Whoop!

Have you had it in your house? It's cough and cough and cough, and then that terrible whoop! Don't upset the stomach more by giving nauseous medicine. Just let the child breathe in the soothing vapor of Vapo-Cresolene. It goes right to the spot that's diseased. Relief is immediate, and in a very few days the cure is complete. You can't say the same of any other treatment. For asthma, catarrh, and colds it's equally good.

Vapo-Cresolene is sold by druggists, or sent express prepaid. Beware of cheap imitations. A bottle of Vapo-Cresolene is sold by the following wholesale houses: Montreal, 100, St. James St.; Toronto, 100, St. James St.; Ottawa, 100, St. James St.; Winnipeg, 100, St. James St.; Vancouver, 100, St. James St.; Seattle, 100, St. James St.; Portland, 100, St. James St.; San Francisco, 100, St. James St.; Los Angeles, 100, St. James St.; New York, 100, St. James St.; Philadelphia, 100, St. James St.; Boston, 100, St. James St.; Chicago, 100, St. James St.; St. Louis, 100, St. James St.; Cincinnati, 100, St. James St.; Detroit, 100, St. James St.; Cleveland, 100, St. James St.; Columbus, 100, St. James St.; Indianapolis, 100, St. James St.; Louisville, 100, St. James St.; Memphis, 100, St. James St.; Nashville, 100, St. James St.; Richmond, 100, St. James St.; Savannah, 100, St. James St.; New Orleans, 100, St. James St.; Mobile, 100, St. James St.; Baltimore, 100, St. James St.; Washington, 100, St. James St.; Philadelphia, 100, St. James St.; New York, 100, St. James St.; Boston, 100, St. James St.; 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