

A BICYCLE AMBULANCE.

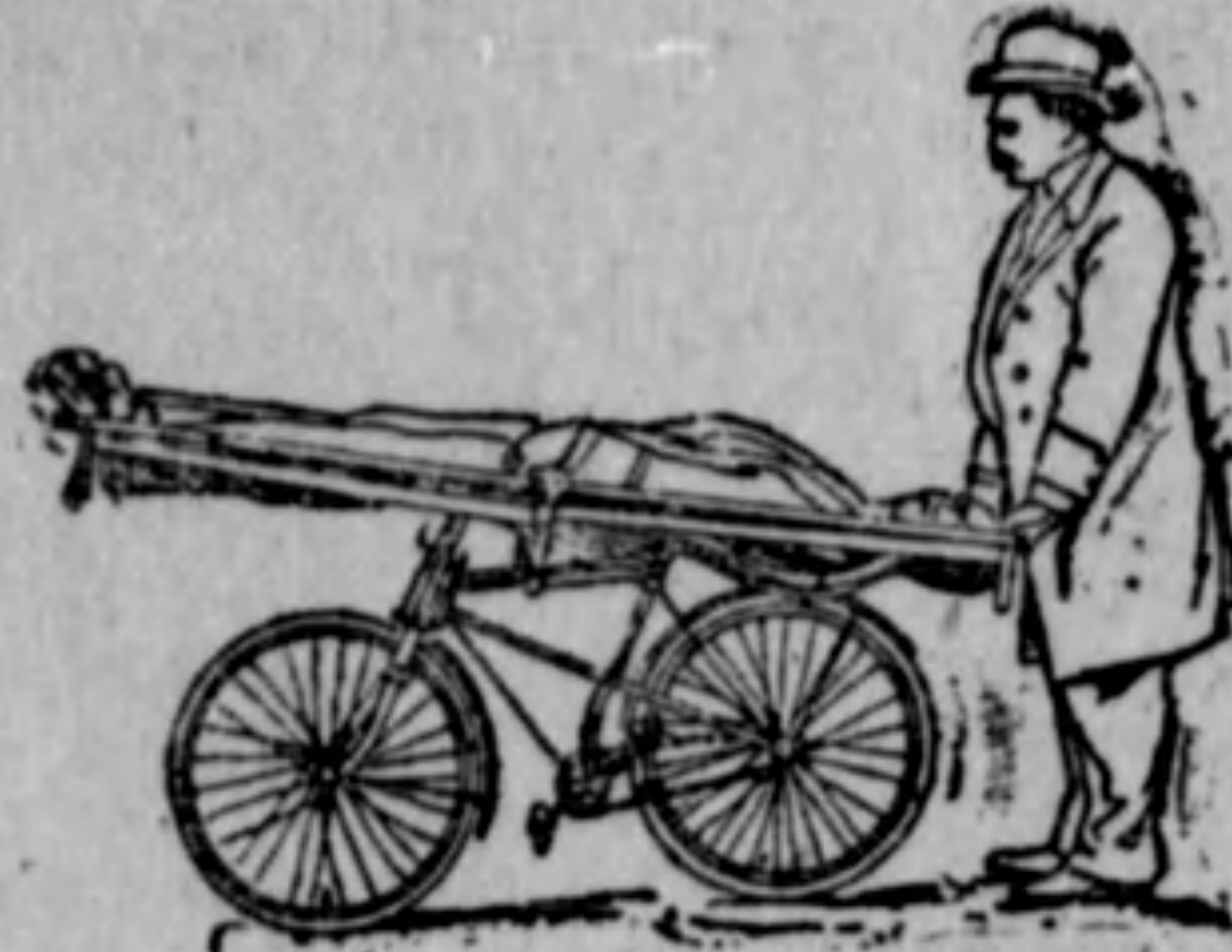
An Iowa Doctor Invents A Valuable Attachment for the Safety.

Dr. H. L. Getz, of Marshalltown, Ia., has invented a simple contrivance, consisting of a bicycle with an ambulance attachment. The stretcher is fastened securely, but easily, to the top of the bicycle frame, and the wounded or sick person lying on the stretcher may then be safely and with very little exertion rolled along, either a plane or an incline, over steps and stairs, rocks, and



ON THE WAY.

declivities, without being shaken or otherwise inconvenienced to any appreciable extent. The frame to which the stretcher is fastened is made of aluminum, thus being very light and yet durable, and this frame may be lowered or inclined almost at any angle. The bicycle is again so constructed that the frame and stretcher are quickly taken off or adjusted, and in going to the scene of disaster, be it battlefield or anywhere else, the vehicle may be used by surgeon or ambulance man to ride



BRINGING HOME THE INJURED.

on and to convey him quickly to the spot. Dr. Getz believes that his invention will prove of paramount utility in the future, as he is now constructing different types of it for different uses.

BUTTER TRADE WITH BRITAIN.

Not a Matter of Transport—The Making and Packing the Reason for the Decline in our Exports.

There is no reason why Canadians having done so well with their cheese should not seek to regain their share of the butter trade in the London market. Canadian butter had a great sale in Great Britain twenty years ago and might have it again if its quality were so improved as to enable it to compete with the Denmark and Australasian butters. But finding that they were losing ground in the British market, Canadian butter makers turned their attention to cheese, with which they have since led the world.

The London cablegram which recently announced that Australia was leaving Canada far behind in the British butter market has been widely discussed by the Canadian press. La Minerve, of Montreal, gives two reasons for the falling off. First, it says, the methods of the Canadian butter makers are inferior, and second, that Australians enjoy better means of transportation. La Minerve, gives Canadian butter makers much good advice, and no one could find fault with it for its attempt to bring about the adoption of such methods as would place all Canadian butters on a level of excellence with the creamery butters in which Canadian makers can hold their own with the world. The Australian and New Zealand methods are undoubtedly highly superior to the Canadian, and in the Antipodes butter for export is tinned, and under ordinarily favorable conditions of transport, would remain sweet for months.

To lug in the matter of transportation, then, as an obstacle to the success of Canadian butter makers in the London market, is absurd. "The question of better means of transport," says La Minerve, "is on the eve of a settlement by the establishment of a new line of steamers, the Huddart line." Now a cattle ship will cross the Atlantic from Canada to England in 14 or 15 days. This is one of the slowest passages which the Canadian steamships make and much slower than would be made by any of the existing steamships if they were engaged in extensive butter carrying. The passage from Sydney to London by the old all sea route takes about 49 days, from Melbourne to London 48 days and from Adelaide to London 47 days. By the Canadian Pacific and the Atlantic route the passage from Adelaide to London takes 37 days, from Melbourne 36 days, and from Sydney 35 days. It is hard to reconcile these figures with the statement that the acceptance of the Huddart proposals would assist Canadians to assert their supremacy in the London butter market. If Canadians made and packed their butter as they should, they would be able to send it from Canada to England in sailing vessels and still beat the Australians. Until they have availed themselves of the most approved methods of the modern creamery, Australian butter may be carried by their doors on a 30-day journey to a market which, under the most unfavorable circumstances, may be reached from Canada within half that time.

In the year 1862 the value of the salmon fisheries of England and Wales was estimated to have been £18,000. In 1865 it was said to have reached £30,000. In 1870 its value was fixed at £70,000, and two years later the value was placed at £100,000. This increase is the direct result of the Salmon Fishery Act of 1861, of which the three fundamental principles were: The preservation of the salmon during a fixed time, the opening up of rivers to the free ascent of salmon to the upper waters, and the prevention of pollution.

BIG MONEY.

Paid as Salvage for Saving Disabled Ships.

Every ocean steamer carries a large crew, varying from a score or more to several hundred, and in the event of a disaster at sea the loss of life would be large, even though no passengers were on board. The wreck of the White Star freighter Naronic, with all her crew, carried mourning into scores of humble homes, while the Alvo of more recent date was no more merciful in its final plunge beneath the waves.

Enormous sums have been paid as salvage money to the rescuers of ocean steamers when they are disabled at sea, and probably this is a more fruitful source of expense to the large companies than any other. On her first voyage the City of New York (as she was then called) ran ashore off Sandy Hook, and it cost the company \$100,000 to float her off. In 1890 her sister ship, the City of Paris, broke her engines off the Irish coast, and was towed into port at an expense of \$30,000 of salvage money. The City of Boston broke her shaft in 1892, and it cost the company \$46,500 to get her into port, and the Venezuela, of the Red D Line, stuck on the Brigantine Shoals off New Jersey, in 1889, so that the company had to spend \$40,000 to get her off. The City of Richmond was towed into Halifax Harbor, in 1882, at an expense of \$35,000. The list could be largely extended, showing that the amount of salvage money paid for renderingservices to disabled steamers at sea is so enormous that it almost equals the loss entailed by injuries to our wooden vessels. The loss of life is less. It is quite rare that an ocean steamer is submerged beneath the waves so that the crew and passengers are lost, but when such an accident does transpire the destruction is appalling. It excites the interest and sympathy of two continents, and warns the world again of the danger that comes to those who sail upon the high sea.

TREATMENT FOR OBESITY.

A Patient Loses More Than Fifty Pounds in the Course of Six Months.

Savill gives an account of his treatment of obesity that presents some features of special interest, says the London Lancet. A man 5 feet 10 inches in height and weighing 284 pounds was admitted to the Paddington infirmary to be treated for an ulcer. This patient, 68 years of age, was unable to walk, chiefly by reason of his bulk. He was put upon a diet of one pound of cooked fish and one pound of lean cooked meat a day and a pint of hot water sipped at intervals every two hours. The fish and the meat were distributed in meals, according to the taste of the patient, but no bread, vegetables, milk, or any other article of food was allowed. The patient was a person of intelligence and did everything towards the success of his treatment, managing to drink five or six pints of hot water during the day. Weight decreased steadily. On admission, Sep. 21, it was 284 pounds; Oct. 2 it was 274 pounds; Nov. 18 it was 256 pounds, and Dec. 4, 246½ pounds. At Christmas there was some latitude given in diet, and the result was a prompt addition to his weight of seven pounds, but by Jan. 15 weight was reduced to 239 pounds. After four months' treatment the diet was modified by the addition of two small slices of bread and butter at breakfast and supper and milk and sugar in his tea night and morning. Feb. 7 he returned to ordinary meat diet, such as other patients had, with the exception of potatoes. He then weighed 234½ pounds. Weight increased slightly for a time after resuming ordinary diet, but March 21, when the patient left, he weighed 230½ pounds, having lost over fifty pounds in six months. The ulcer healed within four weeks of his admission, and pain and stiffness soon disappeared, permitting as much walking as the space in the ward would allow. Weight remains the same (230½ pounds), the man being now on ordinary diet, but drinking no beer. His health is excellent.

THE WAR CLOUD IN THE EAST.

Russia Ready and Anxious to Take Advantage of an Outbreak in Bulgaria.

War is threatened in the East, and Russia is apparently once more ready and anxious to take advantage of an outbreak in Bulgaria to precipitate a conflict that will be particularly unpleasant for her European neighbors. There are also troubles brewing and brewed in Serbia and Roumanian Transylvania, but the Bulgarian outbreak is the most serious, for Prince Ferdinand's quarrel with Stambuloff, his Premier, is calculated to make the Czar friendly towards him.

The Russian Government, through the Novoe Vremya, a semi-official organ, has uttered a note of warning, and it declares that a continuance of the insurrections which have broken out in several cities of the kingdom must result in European intervention.

If such intervention occurs a general European war will be inevitable. France is intensely interested and the Triple Alliance is necessarily involved. Whether there shall be war or not depends on Russia. If the nations of the Triple Alliance cared to fight over Bulgaria they would have found an excuse when Ferdinand seized the throne in violation of the treaty of Berlin. As to Russia's disposition the note of warning from St. Petersburg is significant.

In the matter of woman's rights Abyssinia is far ahead of Europe. According to an authority, the house and all its contents belong to her, and if the husband offends her she not only can but does turn him out of doors till he is duly repentant, and makes amends by the gift of a cow or half of a camel—that is to say, half the value of a camel. On the other hand, it is the privilege and duty of the wife to abuse her husband, and she can divorce herself from him at pleasure, whereas the husband must show reasons to justify such an act on his part.

ROYAL LITTLE FOLKS.

Some Pleasant Glimpses of the English Royal Family.

The letters of Charlotte,—Lady Canning,—who was a personal friend of Queen Victoria, afford some pleasing glimpses of the English royal family, when the princes and princesses, some of whom are now dead, and the others married people with children of their own, were a jolly, simple and friendly group of youngsters, who won kindly interest from their elders everywhere.

"The children are as merry as grigs," she wrote from Balmoral, "and I hear the Prince of Wales and Prince Alfred, who live under me, singing away, out of lesson time, as loud as they can."

In a letter from Windsor to her mother she says, "Prince Arthur is really a magnificent child, and the queen is quite enchanted to find he is bigger than the keeper's child at Balmoral of the same age, whose measurements she carefully brought back. He has the royal look I have heard grand-mamma talk about, and which was so remarkable in the queen when a baby. This child now runs about and climbs on chairs, and says two or three words."

Still more pleasing is the account of a little performance got up by the children in Windsor Castle before a small but extremely friendly and appreciative audience.

"I ought to tell you of the play the other day, acted by six of the royal children. It was in German verse, interspersed with choruses, sung by the little creatures in parts. A little stage, with scenery and a curtain, was put up in the oak room, and the representation took place at five o'clock, before the Nemours and their children, tutors, governesses, me and the maids of honor only."

"The children acted admirably, with great spirit and without the least awkwardness. The Prince of Wales was a poor boy, whose only possession was a cock, which he sold for food for his starving mother. Prince Alfred was a rich, elderly man, in a cocked hat and brown coat. The Princess Royal was a rich farmer's wife. The Princess Helena a country boy, in little blue breeches and braces and jacket—rather a polisson (rogue). Princess Alice represented an old German peasant, and Princess Louise a very small child, dressed like her mother, the Princess Royal; but even she had her little bit to say. They did far better than we in our 'Old Blind Man of Spa.'"

The little actors have played more important roles on a more conspicuous stage since that time. Some of their parts have been cheerful and some tragic.

The "rich farmer's wife" is now the dowager Empress of Germany, widow of the beloved Emperor Frederick. The "old German peasant," Princess Alice, was the devoted mother who afterward died of diphtheria because she was unable to refuse a kiss to her little child when dying of that terrible disease, although knowing that she gave it at the risk of her life.

A CARPENTER'S MAKESHIFT.

A Handy Man's Vice for Saw Sharpening While at Work.

A good mechanic will generally have his tools in good order, but through accident or the meddling of some careless or ignorant individual even a good mechanic may find



AN EXTEMPORIZED SAW VISE.

tools out of order and requiring attention before they can be used.

Our artist the other day sketched a carpenter who, evidently having become tired of the dull saw, resorted to the expedient illustrated. Not having a suitable vice at hand he inserted his saw down backward in a kerf in the timber on which he was working and proceeded to file his saw as though it were held in the most approved manner.

Lord Dufferin's Daughter Married.

Whenever the name of Dufferin is mentioned in Canada memories are aroused of the able administrator who succeeded Lord Lisgar and took his departure from the Dominion in 1878 with the good wishes of the whole Canadian people. The marriage in Paris of his youngest daughter, Lady Victoria Alexandrina Blackwood, who when she left Canada was a little girl of five, is an event of considerable interest, both because it was attended by much pomp and ceremony and because her early years were spent on Canadian soil. Her husband, Mr. William Lee Plunket, is a son of the Anglican Archbishop of Dublin, who, immediately after the civil ceremony at the British Embassy, performed the religious one at the Anglican church in the Rue d'Auguste. The welcome that was extended to Lord Ava during his visit to Canada last winter was evidence of how high a place the Marquis of Dufferin holds in the estimation of the Canadian people, and if Lady Plunket ever returns she will doubtless be received with the same measure of enthusiasm.

A REMARKABLE CASE.

THE STRANGE EXPERIENCE OF WM. R. HALL, OF ALDERSHOT.

He Was Thought to be at Death's Door, and the Medicines of a Continent Had Failed—A Final Effort to Regain Health Was Made, and he is To-day Alive, Strong and in Good Health.

(From the Hamilton Herald.)

One of the most attractive places in the county of Wentworth, is the little village of Aldershot, situated on what is known as the Plains road, about five miles from the city of Hamilton. One of the best known residents of the village and surrounding country is Captain Hall, who has represented the Township of East Flamboro' in the Municipal Council for a number of years, and who with his family, is held in the highest esteem by all who know them. Recently a reporter of the Herald visited the home of Captain Hall for the purpose of investigating a story to the effect that one of the captain's sons had been restored to health in a wonderful manner after having suffered since boyhood from apoplectic fits.

On arriving at his destination, the reporter found the genial captain, his wife, daughter and three sons constituted the family. Of the three stalwart young men it was impossible to pick out the one who had for so many years been such a sufferer, but the captain settled all doubts by referring me to "Will." William R. Hall, more familiarly known as Will, presented the appearance of a hearty young man about 30 years of age. His story is briefly related as follows: He had been a sufferer from fits from his sixth birthday, a childish fright being supposed to have been the original cause. For years he would fall down anywhere without being in the least able to help himself, the doctors from Hamilton and various distant points were in vain called in attendance. Medicines were procured from numerous sources in Canada, the United States and even from England, without avail. The boy became so utterly helpless that seven years ago he was compelled to keep his bed, and until a year ago was completely helpless. The fits sometimes came on him so severely that he would suffer from as many as fifteen in one day, and at such times it was so difficult for him to get his breath that his nurses had to wash him with liquor. At this time he was so low that the neighbors who dropped in to see him expected to hear of his death almost any moment. This continued until about a year ago, when the newspaper articles relating the wonderful cures by the use of Dr. Williams' Pink Pills induced Mr. Hall to give them a trial, and to the great satisfaction of himself and his friends he began to mend not long after beginning their use, and in three or four months was sufficiently recovered to be able to go out of doors. He continued taking the pills, and for the past six months has been as strong and about as well as either of his brothers, and has attended to the stock and done his share of the work on his father's farm and fruit garden. Before Mr. Hall began taking the Pink Pills he was so thin and light that one of his brothers could carry him upstairs without the least difficulty, but he has since gained fifty pounds in weight. He has not taken any other medicine since he began taking Dr. Williams' Pink Pills, and although a fit of a very mild nature occasionally comes on him now, he is so nearly cured that his father took great pleasure in giving the information here recorded.

"It is over a month since I had a spell," said William as the reporter was leaving, "and even when I do have onenow it is not nearly so hard as before I began to take the Pink Pills. The neighbors look surprised to see me drive over to Hamilton as I frequently do, for they all thought I would die long ago. I am pleased at the wonderful progress I have made, and am very glad my experience is to be published, as it may be of value to some one else."

Every statement in this article may be verified by a visit to the home of Captain Hall, ex-councillor of East Flamboro', who has resided on the Plains road for the past eighteen years, and whose word is as good as his bond among those who know him. The reporter also had a conversation with several of Captain Hall's neighbors, and the story of William Hall's recovery was verified by his full satisfaction.

Such well verified cases as the above prove the wonderful efficacy of Dr. Williams' Pink Pills in the treatment of all diseases of the nervous system, and stamp the remedy as unique in the annals of medicine. St. Vitus' dance, locomotor ataxia, partial paralysis, rheumatism, scistia, chronic erysipelas, nervous headache, the after effects of a grippé, and all diseases depending upon a depraved condition of the blood, speedily yield to a treatment with the great medicine. By restoring the blood to a healthy condition, and rebuilding the nerves they speedily drive out disease and leave the patient in the enjoyment of vigorous health. They are also a specific for the troubles peculiar to women, and soon bring the rosy glow of health to pale and sallow cheeks. In the case of men they effect a radical cure in troubles arising from overwork, mental worry or excesses of any nature.

The public are cautioned against imitations and substitutes said to be "just as good." These are only offered by some unscrupulous dealers because there is a larger profit for them in the imitation. There is no other remedy can successfully take the place of Dr. Williams' Pink Pills, and those who are in need of a medicine should insist upon getting the genuine, which are always put up in boxes bearing the words "Dr. Williams' Pink Pills for Pale People." If you cannot obtain them from your dealer, they will be sent post-paid on receipt of 50 cents a box, or \$2.50 for six boxes, by addressing the Dr. Williams' Medicine Co., Brockville, Ont., or Schenectady, N. Y.

Come at Last.

A lady was the mother of a bright little boy about three years old. The whooping cough prevailed in the neighborhood, and the mother became very much alarmed lest her boy should take it. She had talked and worried so much about it that she had infected the child with her fears to such an extent that he would scarcely leave her side. One night, after the little fellow had been put to bed, a donkey was being driven past the house, and, when just opposite, set up his "hee-haw, hee-haw." With a shriek the little fellow was out of bed, screaming at the top of his voice:—"The whooping-cough is coming, mamma—the whooping-cough is coming."

Eyesight Saved.

After Scarlet Fever, Diphtheria, Pneumonia and other prostrating diseases, Hood's Sarsaparilla is unequalled to thoroughly purify the blood and give needed strength. Read this:

"My boy had Scarlet Fever when 4 years old, leaving him very weak and with blood poisoned with cancer. His eyes became inflamed, his sufferings were intense, and for 7 weeks he could not even open his eyes. I took him to the Eye and Ear Infirmary, but their remedies did him no good. I began giving him Hood's Sarsaparilla, which soon cured him. I know it saved his sight, if not his very life." ABIE F. BLACKMAN, 2888 Washington St., Boston, Mass.

HOOD'S PILLS are the best after-dinner Pills, assist digestion, cure headache and biliousness.

Activity in British Shipyards.

Rarely have the shipyards of England shown such activity in the construction of war vessels as is visible there to-day. Nine huge battle ships, of the largest type in the world, being of 14,900 tons displacement and 13,000 horse-power, are now under construction or about to be laid down. They are the Jupiter, on the Clyde; the Mars, on the Mersey; the Majestic, Prince George, and Caesar, at Portsmouth; the Haunibal at Pembroke; the Magnificent, Illustrious, and Victorious, at Catham. To this list may be added the battle ship Renown of 12,350 tons and 10,000 horse-power, now in progress at Pembroke. Of the cruisers building two, the Powerful and Terrible, far surpassing their class anything ever before designed. They are of 14,200 tons displacement each, and have the enormous aggregate of 25,000 indicated horse-power each. Then come a class of cruisers of 5,600 tons displacement, and with 9,600 horse-power. They are the Venus, Diana, Dido, Isis, Juno, Doris, Minerva, Eclipse, and Talbot. Somewhat smaller, of 4,360 tons and 9,000 horse-power, are the Fox and the Flora. The four great torpedo-boat destroyers Havock, Hornet, Daring, and Decoy, of which the two former have already shown such extraordinary speed, are famous the world over. But these are only the pioneers of a great fleet of similar vessels. On the Clyde there are the Rocket, the Shark, the Scurly, the Ferret, and the Zephyr; at Barrow, the Skate, the Starfish, and the Sturgeon; on the Mersey, the Ferret, the Lynx, the Banshee, and the Contest. All these are of about 200 tons and 4,000 horse-power, and the fit successors of the Hornet. But the list is not complete till we add from other private yards on the Tyne, the Thames, the Humber, the Wear, or at East Cowes twenty-three other torpedo-boat destroyers. Then of gun vessels we find building at Davenport the Hussar of 1,070 tons and 3,500 horse-power, and at Sheerness the Torch and the Alert of 960 tons and 1,400 horse-power. Some of the vessels here named may not yet be begun, but all are planned. Take in conjunction with this array the explanation made the other day by the Government that it does not wish to make known its full programme of new construction, but only such an installment of it as must immediately be carried into effect, and it will be seen what Great Britain is doing to keep up her naval supremacy.

The Loss of the Horse.

The rapid substitution of steam and electricity for flesh and blood in its relation to the use of horses is attracting considerable attention and eliciting much speculation as to where it will end. Not only is the change affecting the cities, but the farmers are beginning to apply the new motors and it is said that, already in the west much farm produce is being moved over to the roads by electric trolleys, while the electric passenger car for country roads is promised and the bicycle is crowding out the horse saddle. It is within the memory of many when rivers and harbors were dredged by horses, when these once useful animals unloaded all the ships in the harbor and when innumerable small industries employed horse-power windmills to drive their machines. That there will yet be nothing left for horses to do but draw ordinary vehicles for family use or the sulky upon the race course is evident.

The loss of the horse as a companion is no trifling consideration. The influence of the higher order of domestic animals upon the general moral and aesthetic tone of society is not easily computed or fully recognized. The thought of eliminating the fat and pudgy equine from the domestic circle and substituting therefor soulless drivers of iron and steel is not a consoling one. It would, however, argue small faith in human nature to assume that men will part company with the noble horse, with his glossy coat and graceful step, because the electric carriage has become the leading fad. It will be the better for the animal in the end. He will be relieved of the more cruel and inhuman tasks to which he has been subjected; but his race will be transformed into one utilized for more humane purposes than pounding pavements in advance of street cars and tagging under cruel burdens and more cruel drivers. Whoever believes that labor saving machinery, run on principles of equity will ultimately humanize rather than brutalize industry will refuse to believe that similar devices will exterminate the noblest of all the inferior animals. On the contrary they will conspire to beautify and ennoble the splendid creature. Society will always refuse to be divorced from its dear and faithful companion.

A technical paper gives the following rule for determining the number of tons of rails required to lay a mile of track:—Multiply the weight per yard by 11 and divide the product by 7. For example: Take a 70-pound rail; 70 multiplied by 11 equals 770, which divided by 7, gives 110, the number of tons (2,240 pounds each) required to the mile.