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ISSUE NO. 43—05.

THE CREATOR'S CARE

Divine Love Has Not Been Revealed to Encourage Human Laziness.

A dispatch from Brooklyn, N. Y., says: Rev. Dr. Newell Dwight Hillis preached from the following text: "Know ye that the Lord he is God: it is he that hath made us and not we ourselves; we are his people and the sheep of his pasture."—Ps. c.

The world may think that it is growing weary and it may boast of its deadening cynicism, but it still remains true that there is an ever increasing multitude of people who sing, frequently, this old, old song and who sometimes feel that these words ring clear from the heart of truth. The thought of the providence of God may make little appeal to us when the sky is clear and the hand is firm on the tiller, but only he who reads the secrets of all lives, knows how this hope has given new heart to those who have been tossed helpless on the dark waters of trouble.

But how may we know that this doctrine of Providence has any root other than our desire for divine assistance? Was not Jesus mistaken when he talked of one who cared for the very sparrows? Were not these old time singers deluded? Must we not each fight our own battles all alone, carve out our own fortunes? In comparing the ancient conception of God as an all glorious, all perfect man, have we not also outgrown the ancient Hebrew faith in him of whom they sang, "Like as a father pitieth his children so the Lord pitieth them that fear him"?

It is a good thing to lose faith in the Creator's care if we have been resting it as an escape from duty, from the exercise of our own energies. When a man allows himself to be pauperized by his faith in Providence an experience of poverty may teach him

A GOOD LESSON.

Providence has not been revealed to encourage human laziness. There is no difference between trusting to luck and trusting to Providence with your hands folded and eyes shut. There are too many people willing to be fed by waiting for wages never earned and harvests never sown or cultivated. Too soon lose that kind of faith we learn to call it folly.

We are more than the sheep of his pasture, we are his people; therefore his service means more than plenty and paths of peace. It means often weary ways, toil, sorrow, pain, dark nights and tears. It means ways we cannot understand. Our plans have been for ease and prosperity; it seems, perhaps, we have earned them. Then comes hardship and adversity. We looked for delights and there came but disappointments. And all these things but mean to us that Providence means more than our protection; it means our education, our perfection.

The best thing that you can do for a sheep may be to put it into the richest pastures; here may be some people for whom the all wise can do nothing better. But for a man, for his people, the best thing you can do is to throw him out into the barren fields, where he must dig and toil, to tear down his arbors of ease and his walls of safety that he may learn to build better. The saddest, dreariest life of all would be the one for which so many of us are ever praying, the one unmixed with sorrow or disappointments.

The divine purposes are the best promises of Providence. The infinitely wise and good will not be content with anything short of perfection. If we are His creation we can be sure of His care,

THE CARE THAT EDUCATES,

disciplines, and perfects. All nature certifies to this assurance; it is all a record of the mighty power that works out perfection, that develops ever higher forms of life. And the great, wide open book of the field and the hillside has the same revelation for him who will read as that recorded long ago by the singer of Israel.

But in the process of the perfecting the ways of Providence seem strange indeed. Perhaps a man can no more understand the infinitely higher and more intricate purposes that are being wrought out in his life than the plant can comprehend the theories of the botanist. Here in the struggle, often bruised and bitter at heart, a man needs faith to know that out of it all comes the good and the glory unsearchable and immeasurable, that though right may seem to be worsted, though night settle down everywhere, though hearts be near to breaking, and eyes know no rest from tears, yet the infinite goodness is over all; the will of love will yet be done and the work of love accomplished, that all things are working together for good, the greater good well worth the waiting for.

This faith defends the heart from despair; this hope nerves for nobler endeavors. Nothing causes all things to work together for good better than the confidence that the worst that can be is yet a way to the best that is to be.

THE S. S. LESSON

INTERNATIONAL LESSON, NOV. 5.

Lesson VI. Esther Pleading for Her People. Golden Text, Psa. 145. 20.

LESSON WORD STUDIES.

These Word Studies are on the text of the Revised Version.

Esther.—The name "Esther" is derived from "Istar," the name of the great Babylonian goddess, given to the heroine of our story probably on her becoming the wife of the Persian king. Her Hebrew name was Hadassah (Esth. 2. 7). She was the daughter of Abihail, a Benjamite, and cousin to Mordecai (Esth. 2. 15). Her ancestor, Kish, had been among the captives led away from Jerusalem by Nebuchadnezzar. Left orphan, Esther was brought up by her cousin, Mordecai, who held office at shushan in the palace of the king (Esth. 2. 5-7). King Ahasuerus, the well-known Xerxes of history, having divorced his wife because of her failing to comply with his commands, caused search to be made for the most beautiful women of the realm to become her successor. The choice fell upon Esther, for the king loved Esther above all the women, and she obtained grace and favor in his sight more than all the virgins; so that he set the royal crown upon her head and made her queen instead of Vashti. At the counsel of Mordecai, Esther did not make known her parentage and race to the king at first (Esth. 2. 10), but Mordecai himself at heart was a loyal Hebrew and worshipper of Jehovah. As such, he refused to do reverence to Haman, the Agagite, who was second to the king in authority and to whom all subordinates did obeisance. This independence of Mordecai, the Jew, so enraged Haman that he planned, not only the death of his enemy, but the destruction of the entire Jewish people to whom Mordecai belonged. That his murderous purpose was not successfully carried out was due to the intervention of Queen Esther, who, at the risk of her own life, appeared in the royal judgment chamber of the king, interceded for her people, and brought about the downfall of Haman and the deliverance of the Jews. The details of the beautiful story of Queen Esther's intercession for her people form the topic of to-day's lesson.

Verse 10. Then—After Esther had learned from messengers of Mordecai that the king had signed a decree authorizing the extermination of the Jews in all parts of his dominion.

Hathach—One of the king's chamberlains, whom he had appointed to attend upon Esther, the queen.

Mordecai—The cousin (or possibly, as some have thought, the uncle) and former guardian of Queen Esther.

11. The king—Ahasuerus, the Xerxes of profane history, king of Persia from 485 to 465 B. C.

The inner court—The royal throne chamber and principal audience hall of the king.

There is one law for him, that he be put to death—Literally, one is his law, to put to death. That is, the king's law or custom in this matter is one and unchangeable. Every intruder into the royal presence, whoever he be, regardless of rank or station, was put to death.

The golden scepter—A long tapering staff, the emblem of royalty.

I have not been called—these thirty days—There seemed, therefore, little probability of Esther having an early opportunity to present her plea to the king without risking her life by coming unbidden into his presence. We have here a glimpse of female life in the harem of the Persian king.

12. They—That is, Hathach and others.

13. Think not with thyself that thou shalt escape—Esther had not at first made known her nationality to the king, but this being known to others, if not also to the king by this time, would make her escape impossible since even a member of the king's harem would be subject to a decree such as had been issued.

14. Then will relief and deliverance arise to the Jews from another place—It has been pointed out that the name of God does not occur in the book of Esther; still this and other passages in the book indicate the faith of Mordecai and others in Jehovah (comp. 3, 2-4).

16. Shushan—One of the three capitals of Persia, situated in the southwestern part of the empire. Its Greek name was Susa. Its modern name is Sus or Shush (comp. 1. 2-7).

Fast ye for me—This fasting was certainly a religious observance, and the purpose of the fast in this case may be assumed to have been prayer and supplication to Jehovah for deliverance of the Jews.

Three days, night or day—Compare note on verse 1, below.

Not according to the law—The law referred to in verse 11, above.

1. The third day—Counting from the day of the agreement between Mordecai and the queen (4. 14), the first day being that on which the agreement to fast was made. The fast, therefore, lasted probably about forty-five hours.

Put on her royal apparel—In chapter 2, verse 17, we are told of Esther's becoming queen and receiving the royal crown.

3. It shall be given thee even to the half of the kingdom—An example of Oriental hyperbole, the simple meaning of which was, "Thou shalt have anything thou wilt ask."

POST OFFICE PROFIT.

The profit netted by the English Postmaster-General during the past year reached the sum of £4,819,193, which is far in excess of that obtained by any other Post Office in the world. Russia shows the nearest approach to this amount, the postal receipts in that country for 1903 (the latest published) reaching £9,582,770, or £3,122,250 in excess of expenditure.

UNCLE ALLEN.

"I've mighty little use," said Uncle Allen Sparks, "for the man who keeps himself so busy with his jaw trying to save the country from going to ruin that he hasn't any time to look after the children while his wife is traveling around attending women's conventions and mothers' congresses."

THEIR GREATEST PROBLEM.

"I suppose you have your servant girl problem?"

"Yes. My husband says every week that he does not know where he is going to get the money to pay her."

SUCH IS LIFE.

"You remember Smith, who saved a lady's life by jumping into the water, and married her afterwards?"

"Yes, what became of him?"

"He's just drowned himself."

RAILWAY TO HUDSON BAY

WILL OPEN UP A WONDERFULLY RICH DISTRICT.

New Railway Building From Winnipeg North Has Vast Possibilities.

Canadians have an epigram that while the nineteenth century was the century of the United States, the twentieth century will be the century of Canada, and there is something more in it than a boast, writes William E. Curtis in the Chicago Record-Herald. They mean, perhaps, that the territory of the United States has been thoroughly explored and the development of its resources already undertaken, while Canada is practically unknown and remains to be exploited. But this is a misapprehension. Canada is not unknown. The British possessions stretching from the northern boundary of the United States to the Arctic Ocean, and from the Atlantic to the Pacific, have been thoroughly explored since the early part of the seventeenth century, and their resources are well understood. The statisticians at Ottawa can give you almost the exact amount of timber and the acreage of the ranges and agricultural lands; they can tell you where the minerals are located; where vast beds of coal (more valuable than gold or silver) lie, and the various approaches to the Klondike are known. Some of them have even been surveyed. There will be a railroad to the Klondike within the next few years, and already the Canadian Northern Company is laying its tracks to Hudson Bay. This may seem incredible to people who have not watched the progress of our northern neighbors.

Take a map of the British possessions for a moment and see how the land lies. Between Winnipeg and Hudson Bay, a distance of about 800 miles, lies one of the finest countries in the world. It is chiefly a prairie with fertile soil, and capable of raising any amount of

WHEAT AND OATS.

The season is short, however, the winters are cold, and there is usually a heavy snowfall; but the temperature, as recorded for generations at the various northern posts of the Hudson Bay Company, is not lower than at Winnipeg, Regina, Calgary or other prairie cities, and actually averages higher than that of Montreal. There are also vast ranges for cattle on a thousand hills covered with nutritious grass. If the land is plowed and planted with timothy seed it will produce heavy crops of hay, which are necessary to feed the cattle through the winter. The ranges are open about seven months in the year.

There are more rivers and lakes than you can count, and they are filled with fish—the same whitefish and trout that live in Lake Superior—and the farther north you go the sweeter and firmer is the flesh. The value of the fish resources of the Northwest Territory and the district lying between Lake Superior and Hudson Bay is incalculable. People are already beginning to ship fish by refrigerator cars to St. Paul and Chicago. The fisheries are not organized as yet, but every one of the thousand little lakes you see on the map is full of fish—a source of wealth that does not usually enter into the calculations of the political economists. The attention of the Canadians, as well as outsiders, has thus far been absorbed by the wheat lands and the timber, and the fisheries have not received consideration.

You can go almost from Winnipeg to Hudson Bay by boat already, via Winnipeg Lake and Nelson River, and the Canadian Northern Railroad Company is building a line along the valley of the Nelson which is of the greatest significance and importance, not only to Canadians, but to the farmers and railroad men of the United States. When that line is completed according to the present surveys it will shorten the distance from the wheat fields and cattle ranges of Canada to Liverpool more than a thousand miles, and reduce the rail haul to a few hundred miles.

Between 40,000 and 50,000 head of cattle are now shipped from Canada to England every year, and they are hauled by rail three-fourths of the way across the continent to Quebec, Portland, Me., Boston and to other Atlantic ports, losing more than 20 per cent. in weight and 30 per cent. in value during the nine days' journey. When they arrive at Liverpool, particularly if the ocean voyage has been stormy, the steers are not only greatly reduced, but many of them are in

A FEVERISH CONDITION,

which makes them unfit for food and they are immediately condemned and slaughtered by the British inspectors. Thus, according to Mr. Sunderland of the Canadian Northern Railroad, the value of the 50,000 head of cattle is reduced on an average of 30 per cent.

By the proposed route at least one-half of this wastage should be saved. Instead of a nine days' journey by rail, the cattle can be shipped from the ranges of western Canada to Port Nelson in twenty-four or thirty-six hours—so short a journey that they will not have to be taken off the cars to be rested. The maximum haul is only about 650 miles, and the road is already constructed for half that distance. From Port Nelson, on Hudson Bay, to Liverpool is 2,926 miles by water—400 miles shorter than from New York and 100 miles shorter than from Montreal. From Port Nelson to Vancouver by land is 1,408 miles and the distance from Liverpool to Yokohama, Shanghai and other Asiatic ports is 2,000 miles less than by any other route. This is a consideration of importance in connection with the transportation of mails as well as passengers and freight, because it leaves only 1,400 miles of rail between Europe and Asia.

In the shipment of grain to Europe the new route offers several advantages, not only shorter distances and lower rates, but economy of handling. The railway haul from the wheat fields will not be more than 650 miles, and the time will soon come when all of the vast area along the tracks of the new road will be planted to wheat and other breadstuffs, which will require only two handlings—from the wagon to the car and from the car to the ship. Even this distance may be considerable shortened by placing a line of steamers upon the Nelson River, which is as large as the St. Lawrence and is the outlet of Lake Winnipeg, Lake Manitoba, Lake of the Woods and other large bodies of fresh water.

Hudson Bay is as large as the Mediterranean—a great inland sea, and its fisheries, which have never been developed, are as valuable as those of Labrador. It is not in the frozen zone. The winters are cold, but not so cold or stormy as along the Atlantic coast of upper Canada and the United States. On its shores are immense bodies of timber which have never even been touched, and to the westward are mountains believed to be fis

RICH IN MINERALS AS THE KLONDIKE.

The foothills of these mountains are covered with nutritious grass, offering fine cattle ranges, and they slope down to open, well-watered prairies of great fertility. There is scarcely any rock. This is an important consideration for railway builders as well as for the farmers who are likely to locate there within the next decade; for it is beyond controversy that the district between the great lakes and Hudson Bay will be settled like Minnesota and the Dakotas before this generation passes.

The Canadian Northern Company, which is building from Winnipeg northward to Hudson Bay and northwestward to the Pacific, has no subsidy from the government, but has a land grant of 12,800 acres a mile. It now has 2,500 miles of track in operation and is extending its line so rapidly that before the end of the present year it will have 3,000 miles. The firm of Mackenzie & Mann of Toronto are practically the owners. Mr. Mackenzie was originally a street railway operator, and still owns the tramways of Toronto. Mr. Mann is a well-known engineer and constructor and according to local authorities has built more miles of track than any man in Canada—perhaps more than any other man in America. These gentlemen began in a small way, and it is said that in 1898 and 1899 they offered their entire interests to the Canadian Pacific and also to the Grand Trunk Company for $250,000. Now they say they would not sell out for fifty millions. They have built their line slowly, and it has paid for itself. It crosses a country with an enormous, extraordinary producing capacity, and the government land grant has been sold to actual settlers almost as fast as it has been earned. The company is now building at the rate of six miles a day.

The main line runs from Fort Arthur to Edmonton, a distance of 1,500 miles. Between Winnipeg and Edmonton, 900 miles, it has exactly 100 stations, every one of them except two being wheat-receiving centres. Another line runs north toward Hudson Bay, and there are numerous spurs, reaching into the richest wheat fields of Canada.

It is the ambition of Mackenzie & Mann to own a line of track between the Atlantic and the Pacific. They endeavored to secure the franchise which the government has recently granted to the Grand Trunk Pacific. This failure, however, has only stimulated their ambition, and they are now driving their line toward the Pacific on their own account, depending upon their own resources and a

VALUABLE LAND SUBSIDY.

Thus, within a few years, it is almost certain that Canada will have three transcontinental lines. The Grand Trunk Company is also building across the continent with great energy.

This is an era of railway building in Canada. Many people think it is being overdone, and that the present exertion will be followed by a collapse similar to that experienced in the United States some years ago, under the same circumstances. The plans of the railroads are all based upon a continuation of the present immigration, and if there should be a succession of crops like that of the present year, and the present prosperity should not be interrupted, there is no doubt that the population and wealth of the Dominion will be doubled within the next twenty years. All of the railway plans are based upon that expectation.

The Canadian Pacific, as you will remember, was originally started purely as a government road, and its early history is worth the careful study of those who believe in government ownership. It was begun in 1881, and when the government had built 425 miles of track in eastern Canada, 65 miles in Manitoba and 250 miles on the Pacific coast it gave up the job in despair and turned the property over to a corporation called the Canadian Pacific Company. That corporation received $25,000,000 cash subsidy for the main line and $5,000,000 for the branches, together with 25,000,000 acres of land for a total of 4,315 miles, and the government gave it the roads already constructed as a present. Since then it has pushed northward and westward, has been building "feeders" to reach the most fertile parts of the Dominion, has put up sawmills and smelters where private capital has been too timid to go, has established a string of sixteen hotels along its line to entertain tourists, land seekers and the public generally. It is a titanic corporation, with a policy more comprehensive and liberal than that of any other corporation I know. It has steamship lines to Europe, Asia and Alaska, and not only handles the freight that its territory naturally affords but creates half of its own traffic.

NEW JAPANESE ANAESTHETIC.

A natural painkiller has just been discovered in a Japanese herb to which the name of Scopolamin has been given. The new anaesthetic is said to surpass in efficacy all other hitherto employed means. The sap extracted from the plant when injected under the skin promotes a deep sleep of eight or nine hours' duration. When the subject awakes he experiences none of the disagreeable sensations or dangerous aftereffects of the usual anaesthetics.

OXEN AS RACERS.

Attempts are being made in France to train oxen for saddle-riding, and special races have been organized to test their capacity. They have been trained not only as racers on "the flat," but also as successful jumpers. The bridle and saddle used are similar in general design to those for hunters.

MORE BEAUTY IN PEOPLE

LONDON MEN AND WOMEN IMPROVED IN APPEARANCE.

Better Health Is Due to Air, Sunshine and Muscular Manipulation.

Londoners are becoming more and more sickly from a preventable cause, says one authority. The golden age of English beauty, owing to the more healthful manner of living, has arrived, says another. Physiognomists, physical culture experts, and beauty specialists, who congregate in Bond street, see an extraordinary change for the better in natural looks day by day. They say the people are growing more beautiful.

"Both men and women of the upper classes," says one of the leading beauty specialists in London, "are improving in feature, in coloring, and in physique. Nowhere in the world can you see such handsome men and women as are to be met any morning in Piccadilly and Hyde park.

"The women are attaching increasing importance to the necessity of preserving and perfecting their looks. Powder and paint are out of date, and massage, electricity, and muscular manipulation have taken their place. Complexions have improved because of the rage for fresh air, and carriage has been immensely benefited by physical culture. The men are quite as eager as the women to cultivate good looks.

AGED PEOPLE PATRONS.

"I have on my books an ex-cabinet minister who sought my advice concerning a little bald spot on his head. Not only is the modern man and woman better looking, but there is a determination to retain good looks as long as possible."

Brighter eyes, clearer complexions, and a more erect carriage are the three main directions in which appearances have improved. As for the darker side of the shield, "it is said that the climate of England is becoming deteriorated, the beauty of the landscape destroyed, the productiveness of the earth decreased owing to the loss of sunshine, which plays so important a part in life."

This spoke Prof. Thomas Oliver in the course of a lecture at the Royal Institute of Public Health, in which he drew attention to the dangers which menace communities living in a dusty atmosphere.

MORE DUST, LESS SUNSHINE.

"The presence of dust and smoke in the atmosphere often assists in the formation of fogs and mists, and some authorities assert that England receives less sunshine now-a-days than was the case years ago, when the atmosphere was clearer.

"Since the introduction of wood-paving," he continued, "many complaints are heard of the irritating effect of dust on the throat and eyes, and it was questioned how far this might be responsible for the large number of cases of pneumonia in England. During the last summer the dust raising propensities of automobiles, too, had created a condition of affairs which, if unattended to, might be followed by serious consequences. The dust that is raised by wheels in traffic carries into the atmosphere germs of every description, creating incalculable mischief."

WEALTHY FOR A MONTH

SUDDENLY ACQUIRED FORTUNES QUICKLY SPENT.

How a Collier Got Rid of His—A French Novelist's Way of Doing It.

The sudden acquisition of unaccustomed wealth is responsible for many strange freaks on the part of the newly enriched, says London Tit-Bits. Thus, a Durham collier, after inheriting the sum of £20,000 from an uncle who had emigrated to Australia, purchased a male and female elephant from a traveling menagerie, had a large and gaudy carriage built to which he harnessed them, and then drove out with his wife and children till stopped by the police. He spent his money in six months, chiefly at race meetings, and is now once more a humble collier, glad of the comparatively scanty wage that he receives each week from the clerk in the pay shed.

The case of a once popular French novelist is still remembered in Parisian literary circles. Bearing a harvest from two or three capital books that took all Paris by storm, the author purchased a palace in Italy, a villa on the Riviera, a castle in Scotland and a town house on the Champs Elysees. It seemed his ambition to possess as many residences as a prince of the blood. Although all these properties were heavily mortgaged, the smash came within a year, and the novelist, loaded with debts that he would never be able to repay,

CALMLY DISAPPEARED,

and was afterward recognized as an Arab trader and lord of many caravans plying between Harrar and Jibutil.

The novelist, who had adopted a suitable Arab name, stood high in the favor of the Emperor Menelik. Consumption cut short a career that for variety and adventure far exceeded any romance that the novelist himself had ever penned.

Another "freak capitalist" was a Spanish lady of Badajoz, who, winning £40,000 in the Manila lottery, collected the money and set out secretly for Paris, leaving her husband and children in complete darkness as to her whereabouts. Eight months later she returned to her home penniless, but accompanied by thirty huge trunks, the contents of which accounted for the vanished thousands.

On arriving in Paris she had apparently set about spending her money with a will. Clothes of every description and artificial aids to beauty had eaten up the whole of her fortune. Dresses, costly underwear, corsets, boots, gloves and hats, all marked with the names of the most fashionable makers, represented three-fourths of her purchases. In the remaining trunks were cosmetics, false hair, figure improvers, face creams, chin straps, cures for obesity—in short, every kind of article advertised by "beauty specialists" and the quacks who abound in all big cities. Beyond being the best dressed woman in Badajoz for several seasons, she had reaped little benefit from her good fortune.

MORE EXTRAVAGANT STILL

was the Russian gentleman who gambled away an inheritance of 3,000,000 rubles (£600,000) within a year, and was only saved from complete disaster by the odd chance that he had papered his bedroom wall with hundred ruble notes. He ended by giving Russian lessons for a small fee in Paris.

The exploits of the late Marquis of Anglesey are paralleled and exceeded by those of the son of a wealthy Hungarian sugar refiner. The young man not only had a replica of the Roman Colosseum erected on one of his estates, but would himself descend into the arena, in imitation of the Emperors of old. Dressed as a gladiator and armed only with the short Roman thrusting sword he would engage lions, tigers and bears in single combat, often paying as much as £1,000 for the spectacle that furnished him and his friends with a half hour's entertainment.

The Hungarian authorities put a stop to these savage exhibitions and while the remainder of his wealth lasted he had to content himself with an ordinary circus. He died dramatically, when on the verge of being declared a bankrupt, taking poison at the close of a farewell feast to which he had invited his neighbors and tenants.

AFRICA'S SCANTY TREES

THEY ARE SCATTERED OVER WIDE AREAS.

Her Forests Are Less Extensive Than Those of Other Continents.

The natural forests of Africa are less in extent than those of any other continent on the globe, and South Africa is compelled to secure a part of its lumber supply from foreign soil. Extensive efforts are being made by the South African governments to preserve and build up the forests there, in order that the millions who inhabit the continent in the generations to come may be benefited thereby. Not so much lumber is needed just now, because there has been a great depression since the close of the Boer war, with the result that the country is not at present at all attractive to immigrants who would go into agriculture or mercantile pursuits. Several years will pass before it will recuperate along those lines, and, anyhow, the great future of the continent is in the development of its vast mineral resources, unsurpassed anywhere in the world. For the outside capitalist there are great opportunities for the storehouse of riches, under the ground has hardly been touched, but for the man of small means there is little advantage.

The natural forests of the Cape are scattered over wide areas, mostly on the coast, and for the purpose of efficient handling are divided into five or six districts, or conservancies, each of which is placed under the care of a qualified officer, whose duty it is to see that they are worked to the best advantage of the country. The department of woods and forestry has made rapid advance in the establishment of sylviculture. Thousands of acres of waste land are now used in the production of useful timber and

VALUABLE TIMBER.

Some millions of young trees have been planted under the direction of the forest officers in control of the several tree-raising stations, and to further encourage this industry throughout the colony young trees are supplied at nominal charges to private landowners and public bodies by the department of Agriculture. It will be many years before the colony can supply anything like the quantity of timber required for its own consumption. This is partially due to the devastation occasioned by floods, but more frequently by the great fires which sweep across the veldt during the hot season.

The system of forestry now makes provision for guarding against this wholesale destruction by fire. With this object wide clearings are opened up around primeval forest boundaries so as to keep down any excessive growth of worthless scrub or tall grasses. In some cases limited burnings are permitted under strict supervision of the forest authorities, which add to the health of the protected. Left. The young plantations are laid out in blocks or sections, from 300 to 500 yards square, which are marked off by paths thirty feet wide on the inner sections, and from 50 to 100 feet wide on the extreme boundary line, which was done for the comfort of Kaffir Labor is employed throughout the year to keep these fire paths properly cleared, and to attend to all other work connected with planting. In many cases shelter belts of fast-growing trees are planted in rows of ten to fifteen deep on the exterior boundaries, in order to ward off the hot or strong winds from the plants of more tender age. Special regulations in the forest laws further facilitate the protection of all classes of forests.

Forests on the African continent are not like those here. Whether due to climatic conditions or to the soil, they do not exist in

SUCH VAST EXPANSES

of territory as on the North American continent. They run along in thin tracts, and bear no comparison with the forests of Europe or Asia. For this reason, every possible means is taken to preserve them, and the government decrees that forests shall be worked to any one locality a young and better growth may succeed the old forests which have been removed; that the quantity of wood cut each year shall be such that the forest may be maintained at a maximum of production, and no more wood cut beyond that point, and that all trees shall be utilized and turned to profit, except those required for the conservation, improvement of productiveness and the forest.

Many herds of elephants live in the forests of Africa. They are now protected by the government against the ivory hunters and are hunted only on special permit, rarely granted. They inhabit the low brush and many lives have been lost in trying to capture or slay them there. If one of the beasts detects the presence of a man he will usually make off without troubling him, but if there are more than one they will trample him to death. Men who have wandered alone into the veldt have been found with limbs torn asunder and trampled into pulp. Parties of people travelling in waggons have been beset suddenly and all killed. Horses and oxen shiver and become much frightened when they intuitively divine the presence of the huge beasts which attack them. However, the elephants live in an uninhabited country and such tragedies are comparatively rare.

IN MERRY OLD ENGLAND

NEWS BY MAIL ABOUT JOHN BULL AND HIS PEOPLE.

Occurrences in the Land That Reigns Supreme in the Commercial World.

Over 50 per cent. of the Manchester lads who offer themselves for enlistment are rejected as unfit.

Owing to Admiralty orders for cable chains, the chain trade in Staffordshire is now in a flourishing condition, and skilled workmen are at a premium.

The most interesting gem in the British crown is the ruby that once belonged to the King of Castile, and was worn by Henry V. in his helmet at Agincourt.

Evidence of the continued expansion of the cycle trade is afforded by the fact that a well-known Coventry cycle firm is building additional workshops at a cost of £35,000.

In the little village of Ingatestone, in Essex, a singular state of affairs exists. Many young couples are anxious to get married, but are unable to do so, owing to the lack of house accommodation.

According to Government reports the Boers in Mexico are exceedingly prosperous, and are showing themselves splendid agriculturists, while fresh groups are constantly arriving from South Africa.

A preliminary statement issued by the Board of Agriculture shows the total acreage under all crops and grass this year to be 32,286,832, which is a decrease of nearly 31,000 acres compared with last year.

To celebrate the 250th anniversary of the resettlement of the Jews in England, there are to be many ceremonies this year in London, including a public dinner which many distinguished Jews will attend.

When Rhineus Rollinson, a tradesman at Rowley, Staffordshire, shaved off his beard he caught a severe cold, and being seized with a fit of coughing, burst a blood vessel, which speedily caused his death.

Oliver Cromwell's death-mask has just been restored to its place in the Mediaeval Room of the British Museum, after having undergone renovation. No trace remains of the fractures that formerly disfigured it.

A South London melancholy man with a piano organ, displays a notice that he is "whip-thong maker," who has been ruined by motor cars rendering whips so unnecessary that it has ceased to be profitable to manufacture them.

The movement of population is having a very serious effect on house property in Brixton. Ten years ago the number of empty houses in the suburb was 300, whereas it is now 3,000. The difference represents a loss in rates of £23,000.

The King has awarded the Medal for gallantry in saving life at sea to Dan Pearce, a steward on R. M. S. Rimutaka, who rescued a lady passenger who was washed overboard between Accra and Cape Verde Islands on April 16.

A company has been organized to build a mill to manufacture artificial silk from wood pulp. Considerable interest was evinced towards the production of artificial musk, and several patents have been issued for processes.

One of the houses to which the Society of Arts directed the attention of the London County Council, with a view to the work of improving the houses of historical interest, was 31 Gloucester Square, Hyde Park, where Robert Stephenson, the famous engineer, son of George Stephenson, the famous railway pioneer, died in 1859, after having resided there for nearly 12 years.

PERSONAL POINTERS.

Interesting Gossip About Some Prominent People.

Signora Cousino, of Santiago, Chili, is said to be the richest woman in the world. Her silver and coal mines yield her a fortune a month. Receipts from her farm are more than Quee in Victoria's. She owns about 200 mines, and among other things owns a large interest in a fleet of steamships.

When Lord Curzon travelled as Viceroy of India he was usually accompanied by 120 attendants. Less were the precautions taken to insure his safety, and considerable was done for the comfort of Eastern Punjab the railway line was even watered to lay the dust.

Mrs. Laura C. C. Fairchild, of Chicago, the first woman in the world to be made an honorable member of the Danish Order of Dannebrog, received that distinction in recognition of her bravery in saving the lives of thirty people when the steamer Korge foundered off the coast of Scotland.

The German Crown Prince plays the violin, and he is so fond of the instrument that during his school days it was difficult to get him to pay proper attention to his other studies, for he wanted to devote all his time to music. The Kaiser wished Joachim, the famous violinist, to give him lessons, but Joachim declined the honor of being instructor to the young Prince. Prince Eitel plays the piano and the flute, the latter being his favorite instrument.

The German Empress invariably writes with a swan-quill—a lovely, full, large, creamy thing, carefully selected and prepared. When the Emperor and Empress goes packets of these quills are among her luggage, and on her last spring, during the Mediterranean cruise, the supply failed, a special messenger was dispatched from Potsdam to Taormina with a consignment of these indispensable trifles.

The Sultan of Morocco plays both tennis and cricket. At cricket he takes a turn at the wicket more often than the strict rules of the game allow; but, though his play is often eccentric, he never cheats. Once at tennis he stopped to take a bulky handkerchief from his pocket, and tied it on to the net. A few minutes later a ball from his opponent knocked it off and a handful of diamonds fell out. He owns about 200 bicycles, some with gold and silver fittings, and it is said that he could make his living in Europe as a trick rider. One of his favorite amusements is to ride at full speed up narrow inclined planks. The Sultan also has a weakness for motor-cars and grand pianos.

Fresh air is a cordial of incredible virtue.