TT'S LYE
e Standard Lye of
nada. Has many
itations but no equal
EANS AND
SINFECTS
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GILLETT'S LYE

ly caused such serious anxiety
the same time, France is still
inferior to Germany in
strength and has considerably
forces tied up in North Africa. S
is also beaten in the battle of
serves, for the French system
eventually result in 1,200,000 fe
reserves than the German.

"France has done all that is
manly possible to maintain her
tary position in the world and
confidently to her allies and frie
to support her in preserving
balance of power; not only on la
but at sea. She possesses no
marked superiority over the Aust
Italian navies in the Mediterra
can, and the permanent presence
a strong British fleet in this sea
one of the necessities of the time

Russia's Preparation.

As to Russia—"In view of the f
that color service in Russia is fr
three to four years, according
arms, the total peace establishm
will be raised within that period
about 150,000 men, making a to
peace strength of about 1,700,0
or approximately double that
Germany. It appears also to be
intention to recall yearly for tra
ing two classes of the reserve
six weeks, and this year the
and 1909 classes will join the c
for the period named.

"Russian figures have to be
counted to some extent on acc
of the size of the Russian
the comparative poverty of
munications and certain diffic
which training encounters owing
climatic and other causes.
ever, with all due deductions m
the Russian reply to Germany
next door to a mobilization in
of peace."

There are Others.

"The growth of armaments
not been restricted to the lead
military states. Austria stead
adds to her effective on-land a
is committed to her ambitious
costly naval programme, which
already paralleled and will pro
bly be surpassed by that of Ita
The Turko-Greek rivalry adds
the number of accountable bat
ships in the eastern Mediterrane
and there has been one more rep
of the Turkish army. The Balk
States are borrowing as much
they can get and are organ
fresh forces for, example,
twelve divisions of Servia—as
as their state of exhaustion perm

"Spain has plans for an army
450,000 men and a field army
225,000 strong. (Sweden is deve
ing her defensive preparations.
Netherlands, hankering
Dreadnoughts, are also busy
their coast defences, and antic
higher expenditure upon their
army. Finally, Belgium is wo
up to a field army of 178,000 m
Look where we will armament
growing and there is no symp
anywhere of a change."

The Good Witness.

The lawyer's idea of a good
ness as one who can remember
to forget.

Worth Remembering.

We always remember those
have done us a favor—when
want another favor done.

Insomnia.

Wife—If you can't sleep
don't you see a doctor? Husb
(grouchily)—And then have
to keep me awake!

Question.

Gibbs—I tell you no one can
my wife. Dibbs—Then how did y
get her?

Patient—"But you promised
when I recovered you would
my wife." Nurse—"Oh, I kno
It's my duty to keep my pati
cheerful. Why, I promised
morning to run away with a m
who has lost both his legs.

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nulated Sugar
at the Refinery in
When you buy Redpath
xtra Granulated Sugar in an
these original packages yo
e sure of getting the genuin
Redpath, Canada's fines
ugar, pure and clean as whe
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MARKDALE STANDARD

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WILL PANAMA CANAL PAY?

IS IT WORTH WHILE AS A BUSINESS PROPOSITION?

The Maintenance Expense Will Be Twenty-two Million a Year.

Now that the Panama Canal is nearly finished, a review of the prospects for returns on the investment may be interesting.

Charles Frederick Carter, in the New York Sun, makes this estimate:

Up to the end of 1913 the outlay on the undertaking footed up $314,726,717. By the time the job is finished it will have cost, according to present estimates, $375,000,000, or say $3.75 for each man, woman, and child in the country. This is more than the nine other principal waterways of the world, including the Suez Canal and the two canals at Sault Ste. Marie, have cost. The fortification scheme will absorb other millions, to which must be added the cost of maintenance and operation.

Possible Traffic.

Estimates submitted to the New York Chamber of Commerce by its committee on foreign commerce in February, 1912, fix interest on bonds issued to build the canal at $11,000,000 a year; upkeep, operations, and contingencies, $6,500,000; total, $17,500,000 a year. This does not include provision for amortization of bonds, which would require an additional $7,500,000 a year for fifty years, making a grand total of $22,000,000 a year to be derived from the revenues of the canal in order to place it on the basis of a commercial enterprise paying its own way. This includes nothing for profit; but the benefits popularly expected to be derived from the operation of the canal may be assumed to be acceptable in lieu of cash revenue.

So far as published records disclose, no one seems to have thought of the expediency of investigating the commercial prospects of the canal while the undertaking was under consideration. Search through several ponderous volumes of reports of canal hearings before Congressional committees reveal just two pages of vague generalizations on the commercial outlook, including a summary of thirty-three estimates of possible traffic. These ranged from 400,000 tons a year, the estimate of Joseph Nimmo, Jr., then chief of the Bureau of Statistics, of the Treasury Department, to 15,750,000 tons. The high estimates were all from French sources, the highest being that of Bunau-Varilla. The French, it will be remembered, had a canal concession to sell, and Bunau-Varilla was trying to sell it for them.

Old Routes Shorter.

Panama is not on the line of any great commercial movement, but is far distant from any such movement. While the parallel of Suez runs through the most densely populated areas of the world, no less than 94 per cent. of the earth's population lives north of Panama. The Suez route through the Mediterranean, the Red Sea, Indian Ocean, by way of India, Ceylon, Straits Settlements, and the rich East Indies is thickly dotted with ports having a large and lucrative traffic. The Panama Canal will connect two ocean solitudes.

To sum up, the older routes are shorter, on for other reasons, are more attractive for the greater part of the world's shipping than the Panama route. For the small portion for which Panama is in a position to compete, Suez has the advantage, for it can cut its present rate of $1.55, and still pay good dividends. The only way for us to secure even the small part of traffic which is competitive would be to make the canal free. In that case we should be in the position of having spent $375,000,000 for the benefit of foreign shipowners.

Less than 9 per cent. of our foreign trade is carried in American vessels. So long as a British ship of 2,500 tons can be operated for $18,289 less per year, and a German ship for $15,315 less a year than an American ship of the same size, so long will the world's carrying trade be performed by foreign ships, no matter how many canals we dig at Panama.

Nationalists and Orangemen had a serious clash at Omagh.

Sir Francis J. Campbell, who died in London, aged 78, was ex-Principal of the Royal College and Academy of Music for the Blind. He was born in Tennessee, and lost his sight when four years old.

Comment on Events

The Yearly Vacation.

There is an art in spending a vacation the same as there is in spending money. During the next two months thousands of hard working employees will be given a chance to rest after a year of close application to business. Each will have his or her own idea as to how the time will be spent and it will not be difficult at the expiration of the holiday for the casual observer to pick out those who have benefited physically and mentally and those who return to their duties all tired out from strenuous entertainment. After a year of steady work the mind and body become fagged; they require a temporary change of scene and environment. Some will stay in town and spend their days and evenings the same as they do in their leisure time the balance of the year; others will make trips to distant points where much valuable time will be spent on trains; others will get out in the mountains or at one of the beaches and live close to nature with a fishing rod, gun and bathing suit. They will live in the open, get tanned and strong, eat hearty meals, clear the cobwebs from their brains and get back on the job thoroughly refreshed and ready for another year. Which are you planning to do?

The Alberta Oil Fields.

One of the wells to the north of Calgary has apparently run into oil and this seems to confirm the belief that the Alberta fields are going to become a feature in the world's production of oil. The British Government has been spending a small sum of some $11,000,000 in the Persian Gulf region to secure the supply of oil free from the various groups which control it. The Calgary strikes will probably be receiving the serious attention of these groups by now. It can not, however, be taken for granted that oil exists in large quantities even now. The latest strike may be a pocket, but the fact remains that it is heavy oil and looks like the real thing. It tends also to confirm previous suspicions which indicate a great river or lake of oil running from Athabasca southwards to Calgary. The first strike was made to the south of Calgary, but on the same line. Some way to the north of the present strike there are the Moraville fields which are being exploited and on which boring has been done for a considerable number of years. There have been many indications of oil in that region and bores are still being put down in the hope of striking what might possibly be termed the main southward flow.

If the latest strike proves as good as it seems and not merely a pocket full of fortunes being made overnight will duly follow. While there is no need to be sceptical there is need of caution. It is probably true that a great deal of money may be made by taking a chance. But a great deal of money can also be lost. Many may be fortunate enough to hit on the right development company, but there are a good many of them and it will take some time before any can prove their prospects. Everyone hopes most sincerely that Calgary and the district round it will find all the oil it desires.

The Flying Train.

Of all the wonders which science has produced in this last quarter of a century, none has so instantly impressed the popular imagination as M. Bachelet's flying train, which, in an experimental state goes at least 300 miles an hour. Here is the thing which instantly contradicts common every day experience, and sets the spectator gaping at a visible, authentic miracle. If there is one thing more than another of which the human mind was certain it was that nothing which is heavier than air can remain suspended in it. Everything must if it is to withstand the pull of gravity depend upon movement of some sort or be suspended from above or supported from below. Whenever that rule has been broken it has been assumed that the witness has been suffering from a delusion, and we have turned a deaf ear to arguments of electricians that there was a repulsive force capable of most astonishing manifestations.

But M. Bachelet for twenty years struggled to make this force subservient to the will of man, and now it is yoked and harnessed and is ready for service. This wizard pulls a lever and a train which was at rest rises in the air and remains there without any visible or tangible support. It is kept there by something, some force which must be very great, but it is absolutely imperceptible. This cushion of force upon which the train is resting can be neither seen nor felt, yet it is as solid as a granite rock. Is it any wonder that most people are lost in wonderment and hail the new mystery as the crowning achievement of science? For there is a force that may revolutionize the world. It can be put to a thousand uses, but first and chiefly to transit, and transit is the very basis of progress. There was never any revolution so stupendous as that which the railway and the steamship brought, and every addition to their speed has meant a step forward for humanity.

WHALE IN P.E.I. HARBOR.

The Monster, in His Excitement, Made a Dash Up the River.

A despatch from Charlottetown, P.E.I., says: There was considerable excitement about the harbor on Friday owing to the appearance of a good-sized whale, which seemed to become bewildered once he got inside, and took a trip part way up one of the rivers which flow into the harbor before he found his way out again. A number of motor boats were chasing the strange visitor.

SUFFRAGETTES PROTEST.

Object to Women Being Left Out of King's Birthday Honor List.

A despatch from London says: The Women's Freedom League, a Suffragette society, addressed letters to King George and Premier Asquith, protesting against the omission in the King's annual birthday and New Year honor lists of any mention of "many noble public-spirited women, who render valuable service to the nation."

THE SUNDAY SCHOOL STUDY

INTERNATIONAL LESSON, JULY 12.

Lesson II.—Greatness Through Service. Mark 10. 32-45. Golden Text, Mark 10. 45.

Verses 32. And they were on the way, going up to Jerusalem—The greater numbers of lesson passages we have studied thus far this year deal with incidents which occurred and lessons which were given during Christ's last journey from Galilee to Jerusalem. The route was circuitous and doubtless occupied several months.

Jesus was going before them: and they were amazed—Jesus mingled so freely with his disciples that on this occasion, when he walked apart from them and did not communicate his thoughts, they were surprised and were unable to explain his manner. No doubt his mind was occupied with things which he knew they could not clearly understand, and with which they would probably not be in sympathy.

They that followed were afraid—Others of the company, besides the disciples, were awed by Jesus's demeanor, and though they followed him, they did it with fear.

He took again the twelve—Becoming aware of the effect on the disciples produced by the strangeness of his manner, Jesus again joined the company of the disciples and began to share with them his thoughts regarding the crisis awaiting them at Jerusalem. Matthew says that he took the disciples apart, that is, away from the rest of the followers.

33. This is the third time that Jesus had announced his passion to the disciples. The details as given here and in verse 34 correspond so closely to the events which later took place, that it is possible the writer recorded his later clear understanding of the import of what Jesus said, rather than the impression made when the words were spoken. St. Luke says, "They perceived what he said." If we suppose Jesus to have spoken at the time in veiled prophecy, we can better understand the inconsiderate demand made by James and John.

The chief priests and the scribes—Representing the Sanhedrin or the governing council of the Jews. Before this council were tried the more important cases coming under the Jewish law.

Shall deliver him unto the Gentiles—This had not been mentioned in the earlier predictions of the death of Jesus. The Roman law did not permit the Jews to execute a death sentence; it reserved to itself this right.

34. Scourging—with a whip of many lashes—was an invariable accompaniment of crucifixion. Jesus would naturally expect to be mocked, because his claim to be a king would excite the ridicule of the soldiers and the unfriendly people; but this prediction as a whole seems to rest on something more than ordinary foresight, since no one could know definitely what the Roman governor would do, and the definite time of the resurrection was, of course, a revelation.

35. James and John, the sons of Zebedee—In Mark 1. 19 and Matt. 4. 21 we learn that these brothers were fishermen, that they were mending their nets in their boat on the Sea of Galilee when Jesus had called them, and that they had left their father and the hired servants and followed him. They had been partners with Simon and Andrew, who were called at about the same time. Their mother was named Salome (see Matt. 27. 56; Mark 15. 40). She was one of the women who followed Jesus in Galilee and ministered to him of their substance (Mark 15. 41), and many think she was a sister of the mother of Jesus. Comparing the two references above with John 19. 25, "his mother's sister" is generally taken to mean Salome. Saint John's omission of the name of his own mother is similar to the indirect way in which he refers to himself as "the disciple whom Jesus loved." If the supposition that Mary, the mother of Jesus, and Salome, the mother of James and John, were sisters is correct, then Jesus and these brothers would be cousins, and this relationship may have seemed to them to justify their request for special recognition in his kingdom. It also helps us to understand how their mother could come to Jesus with a similar request (Matt. 20. 21). The fact that Jesus, while on the cross, commended his mother to John supports the theory that they were related.

We would that thou shouldest do for us whatsoever we shall ask of thee—This demand seems most inconsiderate, especially since Jesus had just spoken of his approaching trial and suffering. It shows that his teaching could not have been clearly comprehended.

37. The disciples may have taken literally Christ's words about the twelve thrones (Matt. 19. 28).

38. Ye know not what ye ask—In their imagination, nearness to Christ meant honor. Jesus knew that it meant suffering.

Are ye able to drink the cup that I drink?—This is a figurative expression, referring to a man's portion in life," as when the psalmist says, "My cup runneth over." Jesus means to ask James and John if they are able to share the necessary sacrifices of his portion.

To be baptized with the baptism that I am baptized with—Another figurative expression conveying the same thought, with the added thought of the overwhelming power of the calamity awaiting them.

39. Though understanding so little of the meaning of Christ's questions, James and John replied, We are able, and Jesus took them at their word. He knew that they would have to share his sufferings, and notwithstanding their inability to comprehend his teaching, their shortcomings and their faults, Jesus believed they would come out victorious, and he did not discourage them, but treated them as men worthy of respect. What a tower of strength it must have been to them later, when the dark hours came, to remember the confidence that Jesus had had in them!

40. Places of honor in Christ' kingdom are to be attained, not given away. They have been prepared for those who are fitted for them, and influence counts for nothing.

41. The ten . . . began to be moved with indignation—James and John were introducing political method for their own advancement. The ten naturally resented this.

42. Jesus called them to him—He had been speaking to James and John only. Hearing the objections on the part of the other disciples, he called them to explain to all the twelve the broad principles upon which greatness in his kingdom rests.

Lord it over them—The rulers are lords or masters, and the people become their servants to do their will and to minister to their pleasure.

43. But it is not so among you—In Christ's kingdom greatness is not won by competition and self-assertion, but by working for the common good; by making a state of society in which the strong help to bear the burdens of the weak, and the welfare of every individual is considered important.

Minister—One who serves, though this word does not indicate his relation to the person whom he serves.

44. Servant—That is, bondservant, one who is under obligation or holds a personal relation to those whom he serves. This position in Christ's kingdom is higher than the position of minister, who does not hold the personal relationship.

45. For the Son of man also came not to be ministered unto, but to minister—The Son of man is not exempt from the rule stated. "His kingship is also that of service, and not that of lordship."

To give his life a ransom for many—Christ's life is the price by which men become free. This was true of his life in a sense in which it is not true of other lives, though the world has not been without its heroes and heroines, especially on the mission fields, who have given their lives that others might live fuller, truer lives.

WHIMS OF LOCOMOTIVES.

No Two Engines Have Yet Been Known to Behave Alike.

"Railway engines are peculiar things," said a locomotive driver the other day, "and every one has her whims. A dozen engines built to the same pattern will develop quite as many personal traits as an equal number of members of a family. One will be a very bad hill climber, and fly like the wind on the level, while another will only keep to speed for a short distance, owing to her being unable to maintain her steam pressure. Again, an engine rarely runs two days alike, as drivers and firemen know too well. A method of firing that will suit an engine one day may be worthless the next.

"The driver, when in the cab has to keep a keen eye on the machinery, for there are bolts and pins which are liable to pop up snap. As a matter of fact, there is not a nut or a tap on an engine that may not at any moment require attention. Every 'beat' of the loco. must be true in time and sound, and every rattle and shake must be found and remedied while she is 'under way.' The fireman also has an anxious time. He has to watch the fire constantly and his shovel is rarely still. Unless the fireman works hand-in-hand with the driver, the engine will not run smoothly, or keep good time—and good time is essential on the iron-road."

A MISTAKEN IDEA

There are some people who still resort to drugged pills or alcoholic syrups to overcome colds, nervousness or general debility, and who know that the pure, unadulterated nourishment in Scott's Emulsion is eminently better, but refrain from taking it because they fear it may lead to excessive fat or obesity.

This is a mistaken idea, because Scott's Emulsion first strengthens the body before making flesh. Its blood-forming properties aid nature to throw off sickness by building health from its very source and flesh is formed only by its continued use. Avoid alcoholic substitutes for SCOTT'S.

Our English Letter

English Letter.

Financiers Form Big Plums.

Arthur Morton Grenfell, whose affairs have afforded the city so much discussion lately, had the weakness that is common to most financiers for great houses. Some little ago he became the owner of Roehampton House, which used to belong to the Earls of Leven and Melville.

It would be easy to moralize on the number of financiers who have planned lordly houses and enjoyed them for a very short while. The great house in Park Lane, where Sir Philip Sassoon now lives, was hardly finished when Barney Barnato, its creator, committed suicide.

Whitaker Wright never saw half the schemes he had planned carried out; at Witley Park, Godalming, where Lord Pirrie now keeps his herd of deer, Barron Grant's immense mansion in Kensington was still in the builder's hands when the crash came.

Whole World Helps to Feed John Bull.

The provisioning of the British Isles is one of the marvels of the world. The foreign produce imported is by far the largest item in the national food bill. It is imported from practically every country on the globe and totals $1,375,000,000 a year, rather less than a third of which is credited to British oversea possessions.

The largest individual contribution, $175,000,000 worth of food, comes from Argentina. Of other countries outside of Europe the United States comes next, with about $140,000,000 less, followed by India, with $125,000,000; Canada with $100,000,000; Australia with $70,000,000; New Zealand with $50,000,000, and so on through a list of eighty or ninety separate countries down to Afghanistan's modest contributions of $3,180 worth of dried raisins.

In these bills—the figures given are for 1912—the largest amounts paid to the respective countries were for meat from Argentina, wheat and tea from India, wheat from Canada, wheat and meat from Australia, mutton from New Zealand and wheat and bacon from the United States. There is still one figure to be added which surpasses all the rest in interest, not on account of its magnitude but for precisely the opposite reason. Eight years ago the imports of chilled and frozen meat from the United States were valued at more than $27,000,000. In 1912 they had sunk to $75,000,000.

In Europe there are three countries—Denmark, the Netherlands and Germany—each of which exports to us food to the value of $50,000,000 or more. The Danish and Dutch exports total $105,000,000 and $70,000,000, respectively. It seems almost incredible that Denmark, one of the smallest countries of the world, should be able to supply us with food, chiefly butter and eggs, worth more than a quarter of the value of our food imports from all the British possessions abroad, even though some allowances must be made for the fact that Denmark draws from Russia part of the supplies which she exports to this country.

The case of Ireland is even more striking. Not many persons realize that she is Great Britain's largest provisioner, with a total of $150,000,000 worth of food a year. In 1912 she supplied the sister island with $10,000,000 worth more meat than Argentina; with more butter than any other country but Denmark; more eggs than any but Russia and four times as much poultry as her nearest competitor.

Beef Trust Probe in London.

The City Corporation of London has considered the case of the big American meat trust firms and their alleged control over the English meat supply. The proposal was made that the development of such a trust should be clipped by placing a limit on the number of stalls it may hold in the Smithfield Market, but the corporation, accepting the report of the special committee, by decided not to interfere.

The committee said that the conditions of business and the nature of the trade have very materially changed during the last ten years and that the tendency to eliminate the middleman, commission agent, and to concentrate the trade into fewer hands is affecting the meat trade as well as other activities.

The corporation decided, however, by 90 votes to 70, to have a private inquiry to ascertain which sections of the market, if any, are under American control.

Talks Again After Ten Years.

A strange story of a deaf and dumb driver recovering his speech and hearing after ten years comes from Ashford (Kent).

While performing conjuring feats in the cattle market the man, named Elsey, had a fit, which is believed to have removed a plug of blood, and when he recovered he surprised his friends by speaking quite clearly.

Elsey says that ten years ago while diving near a wreck in American waters he was attacked by a shark, which bit him on the leg. The shock caused him to become a deaf mute, and he subsequently took up a living by travelling about performing conjuring tricks. He intends to return to the United States, where his relatives live.

English Opposed to Larkin.

The more conservative men among the English trade unionists, who regard their trouble with Jim Larkin, the Irish strike agitator, when he tried to extend the Dublin strike of last year, are greatly alarmed over his latest announcement. Larkin resigned the leadership of the Irish Transport Workers the other night, but it was hinted that he had been asked to get out. He has now announced that he is coming to England to start a syndicalist union of transport workers here similar to the one he founded in Ireland.

The English workmen foresee that it will be necessary to make a fight against Larkin and his methods, and their talking of making a combination of English trade unions with that end in view.

"Stockings" for "Fire Hose."

Some amusing mistakes will be avoided when the "International Dictionary" in French, German and English comes out. Baldwin O. Sachs, vice-president of the international service council, has given several instances of recent mistakes in fire terminology, for example, "Hose should be thirty feet long, half a foot in diameter" becomes "Firemen should wear stockings thirty feet long, etc."

"Instead of hose cars some take animals" becomes "instead of stockings some take their handbooks," many really being a kind of fire vehicle.

"A fireman should be on watch" comes "a fireman should have a watch on."

"Some cities always have an attendance of steamers" becomes "Steamers are always to be found in port towns—though steamer is only another name of fire vehicle."

"Jumping sheet" has appeared as "skipping sheet," on the analogy of skipping rope.

English Village to be Sold.

Cecil Sebag Montefiore intends to sell the whole of his Essex estate, comprising the village of Sisted and about 3,000 acres of land in that parish, as the result of recent legislation. Mr. Montefiore bought the estate about years ago.

London, June 28, 1914.

Occasionally a man doesn't show bad taste in dressing because he can't afford it.

The boastful financier was discussing his career. "I owe my great success and wealth," he said, "to just one thing—grandly, 'Indeed! And whom did you pluck?' inquired a bored listener.

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